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N O R D S T E R N



PORSCHE

O C T O B E R 2 0 1 7

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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.

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



Cover - photo,

I am such a fortunate editor - I have a wealth of images at my resource. This month features one of Michael Grabner's photos from the 2017 Charity calendar photoshoots.

The colors and leaves just speak 'Fall'!

photo by
Michael
Grabner

Departments

- 4 2017 Nord Stern Officers and Committee Chairs
- 5 Willkommen . . . Willkommen . . . Willkommen
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 10 Club Talk . . . 'Talk'
- 14 ClubTalk 'Challenge' The BEST part of your garage and One of the Worst
- 16 Where We Were -
- 19 Book Reviews for Porschephiles . . .
- 30 Membership Benefits
- 30 Your Nord Stern Club Communications:
- 35 PCA's Zone 10 Directory
- 36 Classifieds

Features

- 13 New Advertiser!
- 15 3M Auto Finish Products Tech
- 20 Cleaning the Throttle Body
- 21 Fun Times: A Tech Quiz
- 22 A Few Fun Porsche Trivia
- 24 For What It's Worth
- 26 A Few Moments from the Labor Day Picnic in Rochester
- 27 More Moments from the Labor Day Picnic in Rochester
- 31 Driver Education The Timeless Article - What is DE?

Upcoming Events

- 8 2017 Calendar . . . Get Around with Nord Stern
- 38 Glacier Lakes Chapter of Audi Club North America's Quattroberfest at 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 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 via email or just give him a call!*

Ed Vazquez

email: edmn911@aol.com or
612.720.0760 (cell)

Mail renewal checks to:

Jeff Bluhm

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Eden Prairie, MN 55346

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

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

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

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

2017 Nord Stern Officers and Committee Chairs

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John Dixon			

Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 612.845.4509, or email: editor@nordstern.org

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Jim Copeland

Maple Plain, MN
2014 Black 911 Turbo

J Bart Muldowney

Edina, MN
2017 C4 S Cab

Quan Pham

Maple Grove, MN
2014 Green 911 Turbo

Jeff Wegge

Woodbury, MN
2012 White Panamera 4S Carrera

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-Requirement 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!).

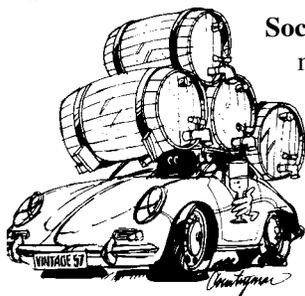
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted 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 was wondering what I was going to write about this month. The Asheville Treffen sure made that easy!

What a beautiful city. Lara and I left for Asheville on a Tuesday night and drove straight through in her 1983 928S which has hit 399k miles on this trip. What was scheduled for 17 hours of driving took us about 20 hours as we stopped and napped for a bit in Indiana!

We arrived Wednesday evening at the Grove Park Inn, on Sunset Mountain and while it was breathtaking in itself, it offered amazing views of the sunset. We checked in and took in some of the history of the Inn. There is a great Wikipedia article that goes into the history of the inn and its guests. We got some rest and on Thursday went for a tour of the Biltmore Estate, the largest privately-owned home in the US.

Built by the Vanderbilt's in 1895, it is a 175,000 sq. ft. home with beautiful gardens and a winery. Again, lots of information in a Wikipedia page detailing its history. We had dinner as one of four groups in downtown Asheville. Friday, we were up early to meet with a group at 6:30 a.m. for a driving tour of the *Tail of the Dragon*. 318 turns in 11 miles. What a rush! I couldn't stop grinning. My cheeks were starting to hurt by mile 5 from smiling so much!!

I drove the first half and when we hit the rest stop at the other end, Lara and I switched spots so she could drive on the way back. Friday night dinner was Tapas on the terrace of Grove Park Inn. Lots of fun stories to hear from other PCA members from other regions.

Saturday was an unexpected surprise. We were signed up for the Wheel through Time museum. The drive to it was the unexpected part. There was another named

drive called the Rattler, which had 234 turns on the way! The museum had a rich motorcycle history. Lots of bikes going back to the early 1900's. Although we could have returned to the Inn in a more direct route we opted to drive the Rattler back in a little more spirited drive following a couple from Texas in a Boxster Spyder. All grins at the end of that run too.

The Saturday night dinner was at the Country Club at the Grove Park Inn. There was a nice reception with awards and door prizes. We left Sunday morning, planning to stop halfway and spend the night, but we decided to go for it and drove straight through.

If you haven't been to a Treffen event, please try to attend. They are well planned and getting better with each. The next Treffen is planned in the Spring of 2018 in New Mexico and the 2018 fall event will be in Banff.

We hope to see you there!

Advertiser Directory

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Bursch Travel.....	7
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Higgins Insurance, Performance Auto & Audio, Tom McGlynn - Lakes Sotheby's, Trackside Tire, Luis Fraguada, Gates General Contractors, European Auto Service, David Schaal, RSR 9	
Cathy Perinovic, Linden Hills Realty.....	20
Collision Center, Inc.	25
Courtney Truck Service.....	35
Dan Perinovic, State Farm Insurance.....	21
Dynamic Photoworks.....	25
Further Performance.....	25
Imola Motorsports.....	IC
Merrill Lynch, Peter Vickery.....	12
Nurburgring, Inc., Rick Moe.....	12
Porsche of Minneapolis.....	IC
Porsche of St. Paul.....	IC
Raymond Autobody.....	35

2017 Advertising Rates

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

Just a few things to report as we move into the fall of the year. As always the months have flown by, summer is officially over. Although I absolutely refuse to assume there won't be a number of those glorious fall days that are warm, sunny and filled with just a hint of joyous summer-time! Fall Color Tour is just around the corner and that'll get a lot of us out driving and enjoying the foliage, friends, family and fabulous fun. And we have a couple fall events still on the books - check the calendar. One correction from the September issue which I missed, our cover photographer is Rick Tanler (not sure why I typed Rich as he's always been Rick!). Rick has been a club member for a long time and it's great to see him at various events. And I know he's working on getting a car put together for some track action. Hope to see you out there soon.

And just wanted to report that Michele Johnson and I are in discussions about our annual holiday party! We hope to finalize details in the not too distant future but wanted to get it out there that we are looking at that last Saturday in January - the 27th to be precise at a possible fun and interesting location downtown that we know has good food, plenty of nearby parking, cool views, and historic architecture! And no, not the US Bank stadium although that has been floated as an idea but with Super Bowl here this year I'd say it would be better suited to pursue in an upcoming year.

So stay tuned, we plan on getting those details nailed down and out to everyone shortly. Put this on your radar, on your calendar, as about that time of the year - the depth of winter - many of us will be more than a bit stir-crazy and ready for a dress-up affair and excuse to soak up all things Porsche and Nord Stern!

From the Editor . . .

by Christie Boeder

'73 911



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And I kind of started a new series: **Garage Pictures** - the good, bad and ugly. Although most of these are in the very cool and GOOD category! I don't recall a Clubtalk thread with as many responses as this one got (thank ou Todd Smith!). If you prefer that any submission you may hvae made to Clubtalk NOT be published please let me know via email. Cheers!



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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
- 10 Nord Stern Monthly Business Meetings resume!**
Time: Social 6:30 p.m.,
Meeting 7 p.m.
Location: TBA!

"Third Thursdays" of each month
Informal 'Post-Work' Social, 5:30 p.m. at

NEW LOCATION!!
Utepils Brewing

225 Thomas Ave No. Mpls, 55405
utepilsbrewing.com

**Site of the old Glenwood Englewood Water Co. on near
Further Performance Motors (Nord Stern Advertiser!)**

NOVEMBER

- 12 Old Log Theater Outing with the Mercedes-Benz Club**
Eventmaster: Paul Bergquist, see flyer inside
- 14 Nord Stern Monthly Business Meetings (2nd Tuesday)**
Time: Social 6:30 p.m.,
Meeting 7 p.m.
Location: TBA
All Members are Welcome!

MN Cars and Coffee
Canterbury Park
1100 Canterbury Rd. Shakopee
www.mncandc.com
8 am to 1 p.m.

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

DECEMBER

2017

- 12 Nord Stern Monthly Business Meetings (2nd Tuesday)**
Time: Social 6:30 p.m., Meeting 7 p.m.
Location: TBA
All Members are Welcome to attend

***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.*

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Courtesy Clubtalk

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<http://listserv.nordstern.org/mailman/listinfo/clubtalk>

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

Attachment Information!!

Pictures (and other) attachments that don't exceed 1.5 MB in size may be sent. Anything bigger gets flagged for review by the administrator.

A posted message remains on the server to be either approved/rejected/deferred. If the attachment size is within reason it will be approved and the server will distribute to the list.

If the picture is excessively too large, sender might be asked to reformat and resend or, if the administrator has time, he will pull a copy of the picture, resize it, and post it on your behalf.

Vino in the Valley

Randy (Walker) and Ed (Vazquez), I am tardy in sending this note to you, but the memory of our first "Vino in the Valley" event with Nord Stern is still fresh in our minds and will be for years to come. We would like to thank everyone involved in making the event happen, and a special thanks to both of you.

My wife, Karen, and I didn't know exactly what to expect, but we both thoroughly enjoyed the day. The driving itself was the highlight for me, and I would guess the social/dinner stood out for Karen. Being very new members of Nord Stern, we found everyone to be friendly and welcoming, which made us feel very comfortable.

We look forward to other events, and I would like to get more involved with the Club if the opportunity exists. I'm hoping to attend the next monthly meeting in October.

Thanks again, John and Karen Rees

Another beautiful **Vino in the Valley** tour. So many P cars (I counted about 43, I believe) and P-enthusiasts, a fair number for the first time. Beautiful weather and the roads were fantastic. Great chance to make new friends and renew acquaintances.

Thanks, Randy, and to everyone else involved for making it possible. It just gets better every year!

– Terry Saxton

Again the **Vino in the Valley** day was fantastic in every way - wonderful Nord Sterners, beautiful Porsches of a variety of colors, years, and models, gorgeous weather, spirited driving (love those signs that say Speed Limit 80 mph) (or was it 30?!). This year we seemed to have a clear road ahead with no SMVs (Slow Moving Vehicles) to dampen our fun.

Very glad to see those members coming on this trip for the first time as well as those of us who are repeats. Thanks to Randy, Ed, and everyone who took part in making it a great day! Smiles were plenteous!

– Marsha & Mike Drake

Loved it!

– Todd Smith (photo courtesy Todd, if a 'picture paints a thousand words,' this one is perfect!)

Big Thanks to Randy for another wonderful **Vino in the Valley** drive and meal. Fantastic weather, nice drive and food and of course great people.

Thanks, Randy, Steve Meydell

Kudos - Nord Stern member Jon Beatty

Just a quick shout out to **Jon** and the Nord Stern crew- what a great bunch. A few weeks ago I posted a bit asking if anyone had expertise, time, and a lift to help me out with the tough project of replacing the SAI valve and cleaning the ports - it's messy, tough to do and time consuming!

Well, today Jon offered his service and lift and we completed the job in what will probably be a record

time of just under 4 hours!!!

The right tools and expertise are important, but the desire and willingness that many members in this club exhibit is what makes for a GREAT club.

Thanks again Jon and thanks to Nordstern for fostering an environment where we as members can reach out and help each other and make new friends and enjoy our cars!

Thanks! Will Sigsbee



Continued on page 29

Performance Driving

EXperience



All of us have done the burn-out at a red light, or taken that curve at more than the “suggested speed,” imagining ourselves as racers while never leaving our street cars. With Performance Driving Experience (PDX) events, you don’t have to dream anymore!

This is one of the many reasons you want to join SCCA so you can learn more about driving

So You Think You Want To Be A RACER

Run at different track locations throughout the country, the PDX provides an instructional environment for drivers who simply want to improve their driving skills and increase their enjoyment of driving their street vehicle. True to the “run what ya brung” adage, all it takes to be a part is your street car, a valid license and a helmet.



You WILL Be A Better Driver with SCCA PDX

PDX events are about you, the driver. Plenty of seat time, plenty of individual instruction and driving exercises make up a PDX; all of which is designed to educate you and make you more confident behind the wheel, both on the track and on the street.



Participants receive a solid blend of driving instruction, ranging from the classroom to in-car training to “follow me” drills. A wide range of topics are discussed and shown at a PDX, including: following a “racing line”, passing zones, speed limits and other general driving techniques. Of course, each driver receives feedback from his or her instructor at the end of each lesson.

PDX events are non-competition based. Why? Because the focus is on you! Three other levels of the Time Trials program provide competition, but it’s important that the skills taught at a PDX are learned beforehand so you as a driver can enjoy the latter levels of the program the way they were intended.

**You can attend a PDX as either a driver or a volunteer worker.
Questions? Call 651-938-8238**

Saturday, October 14th

Register for the Oct PDX here: msreg.com/pdx-fall

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you pursue yours.
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New Advertiser!

Nord Stern would like to welcome our latest new advertiser: Nicolas (Nic) Echeverri and his company, Akin Gear. I asked Nic if he'd share a bit of information about his company and himself. Which he was kind enough to do. Thanks, Nic, after all, the club really IS about the people, not just the cars. About his company, Nic sent this: *Founded in Minnesota by car fanatics, AKIN creates gear for those who love to drive. Their new line of SHIFT driving sneakers perfectly combine the functionality of a driving shoe with the versatility of a modern sneaker.*

Well, like most of us I've always loved cars, and when it was time to go to college I mixed my two passions: cars and drawing and went off to Italy to study car design.

I went on to a career in industrial design, and design strategy, evolving my passion into actually owning cars instead.

My first real sports car was a Nissan 350z (powerful, but not very refined)

Then it was replaced by my current one; a 2008 Porsche Cayman S, which I love! (Although I've been itching for the back seats of a 911 now that we have a dog).

I also have a Mazda Miata which I've built myself into a reliable and fun full time track car. Roll bar, slicks, no headlights etc.

That's what I have so far, but it's just the start!

We started Akin because I realized that I'd like to be around cars, and work in a car related field in my life. . . and now we're off to this adventure!



Above, club racing livery spotted at this year's Labor Day PCA club race at Road America. Owned by Jim Shoffit out of Texas, it definitely caught my eye! It really is stunning in person. Photo by Christie Boeder.

ClubTalk 'Challenge'

The BEST part of your garage and One of the Worst



So photos above and to the left are Todd Smith's two garage photos: I think we can figure out which is 'worse' and which is 'best!' That's one neat and tidy collection of cleaning products! No comments necessary for the 'collection' to the left. :)



Photo above: Submitted by Glen Larson

And the question was: *So, Glen . . . Which picture did you show? The best or the worst?*

Todd Smith's comment: *I vote best. First, I'd like 4 Porsche engines in my garage and second, I'd like to have the room for 4 Porsche engines in my garage.*

And Glen's 'answer' was: *Todd's getting near the crux of it. It's the best to have it and use it. It's the worst to really need it!*

Ok, I admit to always being a skeptic of the headlight repair kits that are all over the market. These kits allow you to refurbish your yellowed, scratched, rock chipped, foggy, and generally totally degraded plastic headlights. We inherited a car from grandma that the headlights were so bad you were not sure they were even on. The first step in this repair process is to take a drill with a sanding disk and start grinding away. I could never bring myself to do that. Even on a Taurus.

That changed after seeing what could be done with these kits and it isn't even very hard to do. The guys at 3M demo'd their line of headlight repair kits. Of course, 3M, the experts on abrasives and paint finishing would have the right stuff to get this done. Sand the headlight down with a couple of grits of sandpaper, do a little polishing, then apply the special headlight coating (the key step) and voila! The results are amazing. Sort of wish we still had grandma's car to give this a try . . .



Above: 3M's Kevin Ansell sands down a ratty junkyard headlight. The tape marks the before and after.

The key step is applying the coating. The results here are very impressive.

We were also walked through the process of how a paint shop would get that perfect finish on your car. The process and how the various products work together to remove all the imperfections from the finish.



Above: Marcus Schneider, 3M Technical Service Engineer, demonstrates the Perfect-it paint finishing. This takes all the imperfections from the clear coat

Marcus and Kevin discussed the various products 3M offers and how we would use them. One new product, in particular, caught my eye. Foaming salt remover. You know how by spring you have the rock-hard caked pile of salt on the carpet of your car? It is very difficult to remove. This stuff breaks the caked salt down and allows you to vacuum it up. Very cool. Also bug remover and glass cleaner are on my shopping list (available at most auto parts stores and Amazon.)

Lastly, they demo'd the Meguiar's line which is now part of the 3M portfolio. To make it tough they used a black rental car. There could not be tougher challenge. Black is a color that shows a lot of imperfections and a rental goes through a crappy car wash every day. You could feel all the imperfections in the paints by just running your hand over the hood. Marcus ran us through how to attack this car and the results were impressive. I doubt anyone at the rental agency will notice that this car has a kick-ass shine on the hood but nowhere else.

Very informative tech. Thanks to the 3M guys who spent their evening with us.

3M Auto
Finish
Products
Tech

@ 3M
Technical
Center
Maplewood

by Roger Johnson

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



Ron Faust, the regular columnist who does retrospectives on past issues of The Nord Stern is currently out of the country and according Christie has asked me to step in as a guest columnist. I've agreed to do so with some trepidation as Ron always does a great job. The good news is she's given me the **March 1993** edition to review, which contains a lot of content.

Terry Johnson was president of the region that year, with **Rick Sojkowski** as vice president and **Bobbi Miller** as editor. **Teresa Vickery, Daryl Fortier** and **Roger Johnson** were members of the board of directors. Five members on the rules committee (!) which apparently had made extensive and hotly argued changes to the autocross rules. Ah, those were the days . . .

What struck me was how active the club was back then, even though it had a significantly smaller membership then today.

1993 AUTOCROSS SCHEDULE

APR 30, MAY 1-2
First Fling & School BIR
Jim Arhart
Kris Zawistowski

MAY 15-16 Canterbury
Autocross and School

JUNE 17-18
BIR Midweek

JULY 26-27
GuteZlet at Blackhawk

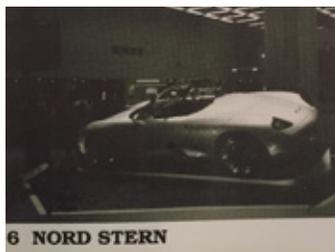
AUGUST 28-29
Fast Fling BIR

SEPTEMBER 19
Shakopee Raceway Park

OCTOBER 1-2-3
Last Fling and School BIR

social and the first official North Shore Color Tour led by John Dixon and . . . drum roll please . . . the first PCA Club Race at Brainerd International Raceway was to be held in August, but more about that later.

There's a long article by **Dom Miliano**, a Northern New Jersey Region member, about the 550A, pointing



out the differences between the 550 and the 550A, along with an article about the "futuristic sports car study" known as the Boxster, which was at that time only a concept car, modeled loosely on the 550A. Little did anyone know how successful the Boxster would be, and still is! There's a great article

engine from **Dave Weisel's 1973 911T**. That engine showed little signs of wear and, amazingly for a 911 engine, did not leak any oil (the rebuilt engine didn't leak any oil either until yours truly zinged it in the 2002 Road America Club Race after buying the wonderful car that has become "the orange car" from Dave, but I digress). I was struck by how young many of the attendees looked (and were!) in the photos accompanying the article, with **Lee Jacobsohn** looking particularly young, **Rick Moe** not much older



RICK MOE TAKING APART MOTOR

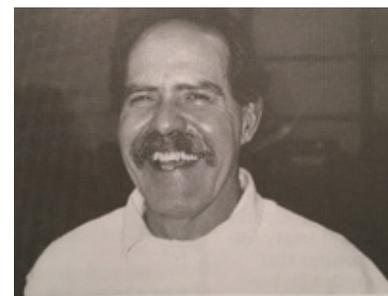


DAVE WEISEL WITH ENGINE APART

about a tech at **Rick Moe's Nurburgring** shop, then located in Hopkins, during which he tore down the original, unopened

and **Dave Weisel**, amazingly looking just as he does today, 25 years later.

There's a hilarious article about the **Riding Lawn Mower Gran Prix** held for the final time at Phoenix



PHOENIX GARAGE OWNER BOB LABRESH



LEIGHTON REESE IN HIS FAST MOWER

Garage in St. Louis Park. Entrants were starting to install 4 cylinder motorcycle engines in their entered lawn mowers and no doubt the owner of

the Phoenix decided it was time to pull the pin on the event before someone got seriously hurt. Which shop is willing to host a renewal of this event this winter?!



JIM SEUBERT... AT SPEED!!!

In the minutes of the monthly business meeting the two things that stood out were a decision to hire 5 SCCA corner workers to work track events at Brainerd. Prior to that time all entrants were assigned corner working duties. I don't think most of our members realize how easy they now have it at Brainerd.

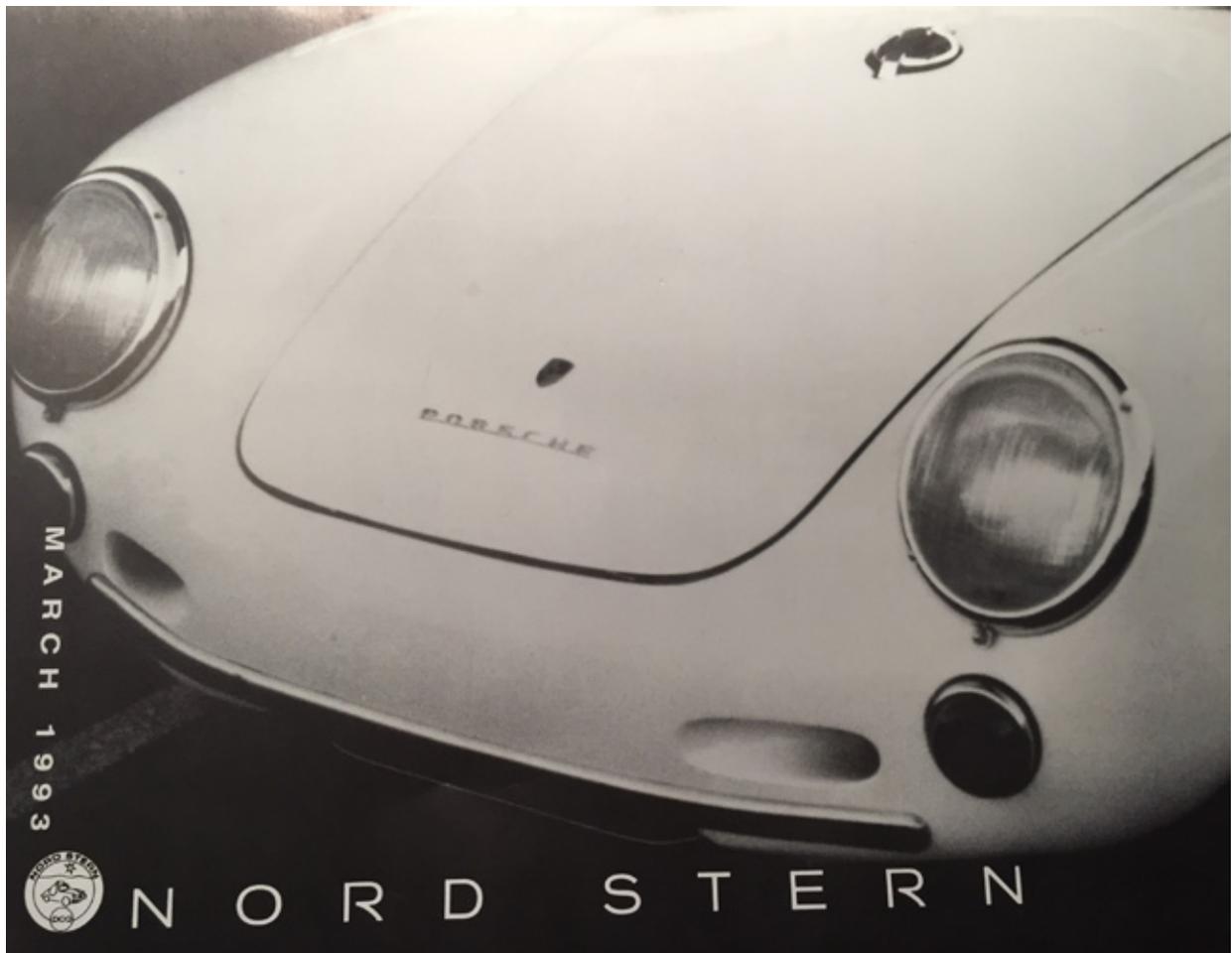
And PCA Club Racing was in its infancy, with races springing up everywhere in its second year of existence. Peach State was going to hold a race at Road Atlanta in late March, Chicago Region at Road America in late July, Nord Stern at Brainerd in late August (a Thursday/Friday race before a regular DE on Saturday/Sunday as many members weren't so happy about giving up valuable track time to some out of region racers) and Great Plains Region was to hold a

race at Heartland Park later in the fall. **Bob Fleming** commented that he believed that there were 30-45 Nord Stern members who would race at Brainerd (that wasn't true until the second year of the Brainerd club race) and Arnie Zann, Chicago Region event chair promised 20-50 racers from Chicago Region for our event. Only 4 showed up for the first club race. Oh, well. (And not many more in subsequent years, either!)

And finally, perhaps my favorite part of the issue was a full page ad for **Johnson Autosport**, with the famous quote from Ernest Hemingway "There are only three real sports, bullfighting, mountain climbing and auto racing" followed by a quote from Bob Johnson "Bullfighting and mountain climbing as for people afraid of a little competition"

All in all a fun read, Bruce Boeder

Cover: 550 sighted in Phoenix, by Jim Miller



**There Are Only Three Real Sports.
Bullfighting, Mountain Climbing
And Auto Racing.**

Hemingway

**Bullfighting And Mountain Climbing
Are For People Afraid Of
A Little Competition.**

Bob Johnson

Racing is a test.

It's a tangible opportunity for us to put our knowledge, skills and reputation on the line and compare them to everyone else's.

To find out what we're made of.

At Johnson Autosport we've spent the past 20 years specializing in the preparation of Porsches for competition. We're definitely no Johnny-come-lately. We've driven thousands of laps behind the wheel and spent literally a decade under the hood of racing Porsches to accumulate our expertise. And, while we don't profess to know every trick in the book, we're out there week in and week out testing ourselves to find out what we don't know as well as what we do. Only with that level of dedication, day to day contact and hands on experience can you ever hope to become truly competent at Porsche high performance work. Not to mention competitive.

That's probably why our customers win more races than they lose. Why nearly half our business is national versus local. And why we're still in the Porsche high performance game after 20 years.

When all is said and done, you build character between the tests. Competition is merely an opportunity to exercise it.

Preparation is everything.

If you would like to get more competitive with your Porsche give us a call. We know what it takes to get the job done - and get it done right.

**Johnson
Autosport**

The Scans Continued . . .



RICK MOE ANSWERING QUESTIONS



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Canterbury Park

1100 Canterbury Rd
Shakopee, MN 55379



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Food trucks and beverages

Despite the title, this is an interesting book to read. There are six chapters, each dealing with an era of Porsche automobiles, ranging from Prologue to The PORSCHE Principle. And indeed, there is a CD included.

This publication is part of the *Ear Books* series, which bills itself as “Sophisticated Coffee-Table books with music.” The subtitle *Edition Porsche Museum* refers in part to the fact that the Porsche Museum is listed as copyright holder for all of the many, many pictures, and to the fact that there is another edition of **PORSCHE SOUNDS** that contains three CDs, not just one.

Thirty different PORSCHE sound tracks are presented, documenting such distinctions as 356-1500, 356-1500 GS Carrera, 550, RSK and RS Spyderys, 911 GT2 and GT3, etc.

This book has very European flavor with irregular page layouts, lots of white space, and text in both German and English. The introduction nicely encapsulates Ferdinand Porsche’s pre-PORSCHE automotive work, with a uniquely comprehensive collection of photographs. There is an illustrated table of the thirty sound tracks and, at appropriate places in the text there is a graphic reference to the relevant sound track.

Though the textual descriptions of the various models are concise but comprehensive, the captions provided for the many pictures (placed remotely but tied by a numbering system), are terse at best. A European subtlety in the design of this book is that interspersed in the continuing story of the evolution of Porsche automobiles, told on black pages, are tidbits on special models, printed on white pages [NAACP please forgive me, I’m just reporting the facts].

Note that the white pages relate specifically to Porsche models whose sound tracks are on the CD.

The sound tracks present on-the-apron, in-car and drive-by sounds. Compared to modern TV audio, some of the tracks are less than impressive, in part because there is no narration of what you are hearing, just the track label displayed by Windows Media Player; files are only labeled as TrackNN. To this reviewer, the audio presentation is interesting, but considerably less professional than that of those ancient 33 rpm LPs - *Sounds of Sebring* and *Porsche Sound History*.

The sound tracks are different, and it might be interesting to put the appropriate track on repeat while reading the text for the model in question but, to this reviewer the sounds add little to what is, in its own right, a worthwhile book on the evolution of Porsche automobiles.

As a book, this is an outstanding, well illustrated, chronology of Porsches, from 356-01 to the RSR of 2015, including the Panamera Turbo and the 919 Hybrid along the way. As a tribute (?) to Porsche’s rapid pace of model development, the 4-cyl Boxsters / Caymans are too new to be included in this book. Note that while the 928 is covered in some detail, the 924, 944, 968 transaxle cars are barely mentioned and not included on the CD.

PORSCHE SOUNDS is a hardbound, coffee-table sized book, with 252, 11 x 11 inch heavyweight pages and is very well illustrated. There is no dust jacket and no index. Where this reviewer is concerned, forget the CD – buy this book as an outstanding description of the evolution of Porsche automobiles. It’s all about the cars, not the company or the people. It deserves to become one of those classic books no Porscheophile should be without. As of this writing it is available for \$40 from Amazon Books.

Book Reviews for Porsche- philes . . .

PORSCHE SOUNDS

(Edition
PORSCHE
Museum)

by Dieter Landenberger,
published by Edel Germany GmbH,
Hamburg, Germany

Reviewed by Bruce Herrington,
Orange Coast Region,
Courtsey Grand Prix Region PCA,
The Circuit September 2017



Maintenance Cleaning the Throttle Body

By Pedro Bonilla,
Pedrosgarage.com

Published in the April 2015 issue
of "Die Porsche Kasse"

The tools needed are:

- set of small sockets (1/4") with extensions (8 mm to 13 mm)
- flat and Phillips screwdrivers
- Torx set (standard Torx, but security Torx works as well).
- retrieval magnet w/telescopic extension for dropped hardware (suggested).
- flexible light source to work in the engine bay (suggested).

For cleaning materials I use Electric Parts Cleaner (purchased at any auto parts store) and plenty of paper towels.

Some people use carburetor cleaner as well.

Note: The photos and instructions shown bellow are for early 986s with non e-gas Throttle Bodies, but will be very similar to the e-gas models manufactured in later years.

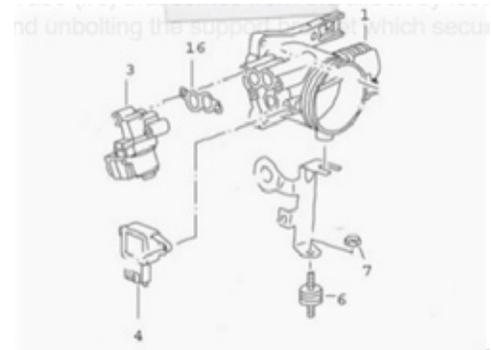
- On the early Boxsters (non e-gas), you need to undo the accelerator cable from the cam on the Throttle Body. The newer models with e-gas don't have an actual accelerator cable but a servo instead which reads the accelerator pedal's position and accordingly moves the butterfly flap on the Throttle Body.

The components in the photo to which we will refer are:



- 1.-Cam
- 2.-Throttle Body
- 3.-J Tube
- 4.-Air/Oil Separator
- 5.-Air Inlet Tube
- 6.-Tee
- 7.-Rubber Sleeve
- 8.-Intake Plenum

- Move the cam (#1) with your fingers clockwise until there is slack and remove the cable from its anchor.
- Remove the "J" tube (#3) that connects the Air/Oil Separator (#4) and the Throttle Body (#2). This one can be stubborn. Pinch the clamp on the end of the tube on its corrugated part and pull out as you twist.
- Start on the A/O Separator (#4) side then move to the Throttle Body (#2)side.
- Remove the Air Inlet Tube (#5) that comes from the airbox by loosening the hose clamp each end and and unbolting the support bracket which secures it to the top of the engine.



Now you can start to remove the throttle body which is secured by 4 bolts on it's base and 2 hose clamps.

Continued on page 28

Fun Times: A Tech Quiz

answers on page 23, don't peek!

1. When was the first car bearing the brand name Porsche officially approved?

- 1948
- 1925
- 1932
- 1898

2. Where was this first car bearing the brand name Porsche officially approved?

- Stuttgart, Germany
- Washington D.C., America
- Wolfsburg, Germany
- Kärnten, Austria

3. Ferdinand Porsche was the designer of the Volkswagen Beetle and of the first Porsches, the Porsche 356.

- True
- False

4. The first 356 had a modified Volkswagen engine as its heart.

How much break horse power (bhp) did it develop?

- 35 bhp
- 66 bhp
- 105 bhp
- 42 bhp

5. Sport cars can be dangerous, and some well known people have died in them. James Dean, the actor famous from "Rebel without a cause" died in a Porsche. With what type of Porsche did he have an accident?

- 500 Carrera
- 911 Targa
- 550 Spyder
- 912 E

6. Porsche's best known model is the long running 911 series. What did Porsche want to call this car initially?

- 911
- 901
- 912
- 921

7. How many Porsche 911 Turbos did Porsche originally intend to produce?

- 90
- 10,000
- 35,000
- 500

8. In 2005 the Toyota Prius won the "car of the year" award. Which Porsche model has also won this award?

- 911
- 928
- 914
- 356

9. In 1978 Porsche had a new weapon for races. The 935. What was this car's nickname?

- Moby Dick
- Ducktail
- Spyder
- Battle-Pieces

10. In which of Porsche's models did Audi play an important role?

- 924
- 914
- 911
- Cayenne

11. Which motor sport event has never been won by a Porsche car?

- Le Mans 24 Hour
- Monte Carlo Rally
- Formula 1 World Championship
- Paris - Dakar Rally

12. Porsche has adjusted their 993 (1994-1997) series on a few points for the US versions. These US versions of their models

were also sold in a few other countries as well. Which of the following countries has the standard European version?

- Canada
- Switzerland
- Austria
- Sweden

13. Where does the Porsche Boxster get its name from?

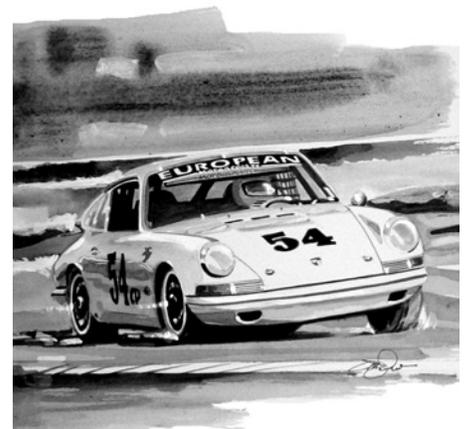
- The name of the coach builder that designed this model
- A technology used for galvanizing the body
- The type of engine that resembled a boxer and a roadster style
- A German word for one of the stars in the sky

14. The Porsche Carrera GT has a lot of special features. What is the feature called PCCB?

- Porsche Central Conditional Battery
- Porsche Ceramic Composite Brakes
- Porsche Controlled Camshaft Belt
- Porsche Carbon Ceradyne Body

15. Around the year 2004 Porsche was planning a four door version, which was inspired on the lines of the 911. What was the project name for this new Porsche?

- Project D1
- Project C1
- Project Cayenne 2
- Project E1



A Few Fun Porsche Trivia

courtesy: <https://airows.com/automotive/porsche-trivia>

1.) DUTCH POLICE DROVE THE PORSCHE 356 BACK IN THE DAY

The Dutch police ordered ten special edition 356s from Porsche in 1966, which are now some of the rarest cars in the world. Jerry Seinfeld is a proud of owner of one, which he drives in the Barry Marder episode of Comedian in Cars Getting Coffee.

2.) THE PORSCHE 911 WAS ORIGINALLY THE PORSCHE 901

French car brand Peugeot slammed that idea as they had trademark rights on cars named with a “0” between two numbers. Only 82 Porsche 901s hit the market before the name change.



3.) PORSCHE DESIGNED TRACTORS AT ONE POINT

Porsche made a small run of gasoline-powered tractors for coffee farmers from 1956 to 1963.

4.) IN 1986, THE PORSCHE 944 WAS THE FIRST CAR TO NOT CHARGE EXTRA FOR AN AIRBAG

Amazingly, that was just 30 years ago.

5.) THE PORSCHE CREST IS A COMBINATION OF TWO COAT OF ARMS

The prancing horse is from Stuttgart’s coat of arms and the ateliers and shield are lifted from Free People’s State of Württemberg coat of arms.

6.) THE PORSCHE CREST MADE ITS FIRST APPEARANCE IN LATE 1952

It was featured in the center of the 356 Pre-A’s steering wheel. It wasn’t highlighting on the exterior until 1954, where the badge was integrated into the hood of the 356 Pre-A.

7.) THE CORRECT PRONUNCIATION OF PORSCHE IS “PORSCH-EH”

Too many people get this wrong.

8.) THE 911 DESIGN HAS ONLY BEEN UPDATED FIVE TIMES IN OVER FOUR DECADES

Resulting in just six generations.

9.) BLACK, RED, AND WHITE ARE THE THREE MOST POPULAR COLORS OF PORSCHE RIDES TODAY

Though the company will custom paint a car to your liking for a fee.

10.) IN 1980, PORSCHE CREATED THE WORLD’S FIRST TITANIUM WRISTWATCH

At the time, titanium was an exotic and extremely expensive material, so this was quite the feat. Porsche also designed the first watch with a hidden built-in compass and the first black chronograph watch.



The Answers, from page 21

1. When was the first car bearing the brand name Porsche officially approved? The correct answer was 1948

Although Porsche has designed and created products and technologies for more than 100 years the first car was officially approved on the 8th of June 1948. This was the first 356 to see the light of day. The Porsche got the license plate “K-45286”.

2. Where was this first car bearing the brand name Porsche officially approved?

The correct answer was Kärnten, Austria. On 8 June 1948 the first Porsche 356 was officially approved by the state government of Kärnten in Austria. Because of the Second World War, Porsche had moved from Stuttgart-Zuffenhausen to Gmünd in Kärnten.

3. Ferdinand Porsche was the designer of the Volkswagen Beetle and of the first Porsches, the Porsche 356.

The correct answer was False

Ferdinand Porsche, the designer of the Volkswagen Beetle died in 1951. His son, named Ferdinand “Ferry” Porsche, had already taken over the role of designer for Porsche at that moment. So both the Volkswagen Beetle and the Porsche 356 are designed by Ferdinand Porsche, but it wasn’t the same man.

4. The first 356 had a modified Volkswagen engine as its heart. How much break horse power (bhp) did it develop?

The correct answer was 35 bhp. The first Porsche 356 had a modified 1.1-litre VW engine developing 35 bhp at 4000 rpm. It gave the car a top speed of 84 mph.

5. Sport cars can be dangerous, and some well known people have died in them. James Dean, the actor famous from “Rebel without a cause” died in a Porsche. With what type of Porsche did he have an accident?

James Dean crashed his car on 30 September, 1955. The car nicknamed “The Little Bastard” was a 550 Spyder. After the crash the car was bought and taken apart to be just in race cars. Two race car drivers had

accidents during a race in October 1956. Troy McHenry died, racing a car with the engine of “The Little Bastard” went out of control and hit a tree. William Eschrid’s flipped over. He survived despite serious injuries.

6. Porsche’s best known model is the long running 911 series. What did Porsche want to call this car initially?

In 1963 the first 911 was made. Porsche wanted to call this model series 901, but the French car manufacturer Peugeot already had the rights for this name.

7. How many Porsche 911 Turbos did Porsche originally intend to produce?

500: The first Porsche 911 Turbo was presented at the 1974 Paris Motor Show and originally intended for a production “volume” of just 500 units. By the time the last air-cooled 911 was delivered to its proud owner on 31 March 1998, however, Porsche had built and sold no less than 32,335 Turbos to customers the world over.

8. In 2005 the Toyota Prius won the “car of the year” award. Which Porsche model has also won this award?

928: The “car of the year” award exists since 1964 and is a prize given out by the car journalists. Up to 2005 Porsche has the only sports car to win this award. The Porsche 928 won in 1978 defeating the BMW series 7 and the Ford Granada. The 928 was the model that had to replace the decaying 911, and had a water cooled front engine. The fine looking 928 would eventually fail in the role of succeeding a myth.

9. In 1978 Porsche had a new weapon for races. The 935. What was this car’s nickname?

Moby Dick: The car was named after a book by Herman Melville. He also wrote “Battle-Pieces and Aspects of the War”. Ducktail was a nickname used for the rear wing that Porsche introduced for their 911 series. Spyder is the name for their 550.

10. In which of Porsche’s models did Audi play an important role?

The correct answer was 924: In 1976 Audi supplied the engine for the first water-cooled

Porsche. The 914, 924 and Cayenne are all developed with the help of Volkswagen.

11. Which motor sport event has never been won by a Porsche car?

Formula 1 World Championship: The Monte Carlo rally was won by Vic Elford and David Stone in 1968 in their 911 Turbo. The first Porsche victory on Le Mans was in 1970 from a Porsche 917K driven by Hans Herrmann and Richard Attwood. In 1984 Porsche won their first title in the Paris-Dakar Rally. A 959 driven by Rene Metge and Dominic Lemoyne. Porsche did win the Formula 1 World Championship, but this was a McLaren car powered by a Porsche engine.

12. Porsche has adjusted their 993 (1994-1997) series on a few points for the US versions. These US versions of their models were also sold in a few other countries as well. Which of the following countries has the standard European version?

The correct answer was Sweden. In Austria, Switzerland and Canada Porsche sold the US versions, but Sweden got the normal version. Porsche makes these different versions because of the differences in the laws to protect the environment. Austria, Switzerland and Canada have test that are very similar to that of the US.

13. Where does the Porsche Boxster get its name from?

The type of engine that resembled a boxer and a roadster style. A Boxster engine is a type of engine where the cylinders are placed flat, instead of the V shape that is used more commonly. Porsche has used Boxster engines for a long time.

14. The Porsche Carrera GT has a lot of special features. What is the feature called PCCB?

Porsche Ceramic Composite Brakes: This 2004 Porsche has more than 600 bhp. Besides ceramic brakes it also has a ceramic clutch. It has a 5.7-liter V10 so that the car can travel at speeds of up to 330 km/h or 205 mph. And with its price of approximately

Continued on page 27

For What It's Worth

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

Over the past few weeks, I've come across a number of interrelated articles. The first is a four-part series in an eMag called Global Moto Media on "Harley's Woes." And the second is a story from Bloomberg called "101-year-old car rental business nearing twilight."

Then I received a press release from Stuttgart titled "Porsche enjoys its most successful first half year in its history." And another announcing "Porsche is the most attractive vehicle brand for US customers."

I've been trying to reconcile the two camps. On the one hand, the Harley piece notes that, last year, Americans bought 500,000 motorcycles, including scooters and three-wheeled vehicles. That's down from a million units in '08. And Harley accounts for about half of that market.

Not a good long-term business sign, is it. But, actually, it gets worse. Because baby boomers, the article says, "have been responsible for creating the massive outdoor-loving industry, such as riding, flying, boating, fishing and classic cars. With the boomers retiring and gradually passing on, these markets will weaken a great deal in the U.S."

Please note that the authors included "classic cars." Makes sense, doesn't it. You know the prevailing wisdom, that car collectors buy what they coveted, but could not afford, when they were just coming into the marketplace. Hence the relative rise in the price over the past few years of '60s and '70s cars, including of course those made in Stuttgart. Driven, so to speak, largely by baby boomers.

Is this sustainable? Let's just say I wouldn't buy Harley stock today. Last year their sales were down by 4%, and they're already down 5.7% this year.

Here's the headline for the car rental story. "Can the U.S. car-rental business thrive in the era of Uber, Lyft and, one day, autonomous vehicles?"

"The answer, so far, isn't pretty," says the article. "Losses at Hertz Global Holdings Inc. are piling up and Avis Budget Group Inc. just dialed back its

profit forecast . . . Hertz reported its third straight quarter of red ink."

Now here's where it gets interesting. The Bloomberg piece notes that Apple has "cut a deal to lease Lexus RX450h sport-utility vehicles from Hertz . . . to test its autonomous driving system." And an analyst, Michael Millman, points out that car rental companies have large lots in major cities, as well as at airports and tourist attractions . . . and the staff to maintain vehicles. Could they become the holding pen, of sorts, for your on-demand transportation pod? Could be.

But the fact remains that that's a very different business model from the 101-year old model we're used to.

Meanwhile, our favorite marque continues to reach new heights. Although there's a caveat.

Porsche reported that worldwide sales for the first six months of 2017 exceeded the same period last year by 7%. Some points of reference. The growth was largely driven by demand for the redesigned Panamera and by the Macan, which grew by 11%. The Cayenne was the second most profitable model line.

The U.S. market ranked behind China, with 27,568 deliveries, a 3% increase. China rose to 35,864 units, which was an 18% increase.

Now, here comes the kicker. Porsche's equivalent to a CFO (speculated) "that the extremely high result from the first half of the year may well be difficult to sustain in the future." Lutz Meschke went on to point out that Porsche is investing one billion euro in the Mission E and several hundred million euro on "future technologies and plug-in hybrid drives . . . It's massively challenging, managing a significant sum of investment while sustaining our high level of return at the same time."

That return? "An operating profit margin of at least 15%." For the first half of this year, that margin was 18.1%. In the prior half year, it was 16.8%.

What do we make of all this?

I came across a second story on Harley, on Jalopnik. Let me quote. "The looming death-spiral of the motorcycle world and its dire need to lure in millennials has been a hot topic discussion of late, and the issues are abundantly clear in the industry's



most well-known brand . . . Harley-Davidson is witnessing a sharp decline in sales of just about everything right now. Jewelry, shirts, do-rags - sales are down across the board.”

And Porsche? An aging customer base. Challenging financial targets. Reliance on brand extensions and emerging markets. Heavy investment in new technologies. The rising cloud of changing consumer needs and wants, and business models.

How long can this go on? I may soon check on the relative value of my '78 911SC. Remember the words, “I think it’s time we stop, children, what’s that sound. Everybody look what’s going down.”

My really good laugh for the week. Driving my 15 yr old son back home just now, he asked me what this dial was for.

I looked at him to see if was pulling my leg. I pointed to dial in question and I said this one?

I looked at him again, and said it tells time and busted out laughing!

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A Few Moments from the Labor Day Picnic in Rochester

photos by Jeff Boehm



More Moments from the Labor Day Picnic in Rochester

photos by Michael Grabner



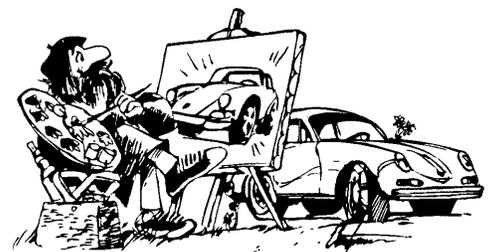
Quiz . . .

continued from page 23

\$440,000 or €450,000 it is one of the most expensive Porsches in their history.

15. Around the year 2004 Porsche was planning a four door version, which was inspired on the lines of the 911. What was the project name for this new Porsche?

The correct answer was Project D1. The C1 was the code-name for a new five-door Volkswagen sport back to be positioned between the Passat and the Phaeton. The E1 where the Bentley Arnage, Azure DHC and Continental coupe replacements. The C1 was also called: the Porsche Panamera.



Cleaning . . .

continued from page 20

The two uppermost bolts are easy to access.

The bottom ones require a little patience especially the one on the right side which is not visible unless you use a mirror. A short extension on a ratchet is handy.

- Once it's out, make sure you clean all the passage tubes. You can use alcohol or electric



parts cleaner. Some people use carb cleaner, but I personally think it's too harsh.



Before and after shot of the Throttle Body

Now you need to clean the Idle Control Valve. Use the same Electric Parts Cleaner



and squirt it in the passage tubes and openings, close them with your fingers and shake. Repeat as long as carbon deposits



are coming out. It is recommended that the gasket be replaced.

- Stick a rag (cloth, not paper) into each side of the intake plenums to clean out oil residue. Make sure you reach in all the way down.
- Carefully clean out all the other

components you have removed, before reassembling them.



Put everything back in reverse order. Check for any air leaks in particular at the rubber sleeves (underside). Happy Boxsterring, Pedro



Clubtalk . . .

continued from page 10

Great Informative Meeting @ 3M!

THANK YOU 3M !

Despite the heavy traffic on 494, the trip to 3M headquarters for the 3M products tech session was well worth the trip.

Here is what I learned:

1. 3M has the best professional products for collision shops and some for retail also one of the best retail products division of car care products called Meguiar's
2. They have an S.O.P. (Standard Operating Procedure) for the technicals to follow. Yes, It does require skill and some training for perfection but they offer it.
3. These products and process can be used by the non-professional like us and achieve the results we want.
4. If I am unlucky enough to need a body shop I will investigate what products they use before I spend my money since 3M Quality Products and Processes result in Quality Results.
5. Start out to 3M headquarters two hours ahead of time if you live in Eden Prairie. (!!)

Thanks to the staff at 3M for putting this on after work hours, **Roger Johnson** for setting it up and THANKS FOR THE DOOR PRIZE. I used it this morning.

There was talk of the retail division of 3M or Meguiar's hosting a product seminar, May I suggest this be combined with at Spring membership meeting?

With cars coming out of hibernation, it could be a great time to bring in new members, renewals and learn about car care.

For the member who asked about the right paper towel question last night, let me respond:

The traditional paper towel was designed to pick up water.

This toweling was made with wood pulp and made using a water process. Water Absorption was the #1 design feature.

As paper manufacturers had excess capacity and wanted to find new markets, other than the household market, they became aware of the industrial wiper market.

This market was dominated by cloth wiper rental companies. You know the pink or blue towel that a mechanic hung from his back pocket as a badge of honor.

The task was to develop a paper (pulp) towel that would pick up water, Grease and oil without tearing or ripping BUT this wiper or towel also to tear apart if caught in machinery.

This was no easy task.

The traditional cloth towel are stronger they also could pull in a hand into moving machinery if caught. In addition, because a lot of these wipers were rental, cross contamination was possible.

Paper manufacturer saw this and tried to capitalize on this safety and contamination fact.

Using a NEW water spun technology, a different way to process wood pulp, and latex as a bonding agent, the paper wiper towel was created.

I use to say our paper wipers will pick up grease and oil, not leave lint, and save a mechanic's hands in my training presentations to my distributor sales reps.

This is the white toweling on a roll that was used at 3M last night.

It is a different type of paper towel. So if you do buy a paper towel for the purpose of working with paints and solvents, make sure you get a wiper, not household use towel

– Ed Vazquez
formerly American Can Forest Products,
James River, Fort James and
Georgia Pacific Paper Mill rep)

Big thanks to all. Though sure wish I had won of those free buckets of 3M product, I just spent a bucket of money on Amazon and Autogeek. :) But at least now I'll know how to use it!

– Ben Fruehauf

Thanks for organizing this event Greg and Roger!

There were some comments about the 3M employee store. If anyone wants to check it out I would be happy to escort you. They usually have a good selection of Meguiars products. Just let me know - meeting around noon is usually good for me.

– Lloyd Vasilakes

I second the thank you to the 3M people for setting this up and the demonstrations. Very informative. I already have the window cleaner and salt remover products on order.

– Thanks, Rick Dagenais

A very informative and useful message for those of us who could not attend the meeting. Thank you!

Last Wednesday I did attend the monthly meeting of the Riesentöter Region in SE Pennsylvania. The host was *Sun and Shade*, an automotive wrap and tint installer, and the regional 3M distributor attended. The first bonus question was what does 3M stand for. As a good Midwesterner by birth, of course I knew (as did several others). The star of the presentation was a demonstration of a new, patented 3M film called Crystalline. You all may know about it, but it was new to me. Advertised to blocks up to 99% of ultraviolet (UV) light to provide a total Sun Protection Factor (SPF) of 1000 for you and your passengers with a light tint that rejects up to 60% of solar energy and up to 97% of heat-producing infrared rays for the ultimate in comfort. It's the IR blocking that is remarkable. The demo had a heat lamp in a box shining through glass panels that had no film, dark regular film and Crystalline. My hand felt a good bit of heat an inch from the glass from the first two (with little difference) and virtually no heat through the Crystalline. A very cool product.

– Chris Karras

Have some space to 'fill' and thought I'd share a few PCA tidbits, or better yet 'Did you know?' info! Courtesy 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?

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.

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

1. **www.nordstern.org** will have the latest newsletter for download
2. 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
3. **Clubtalk**, an informal listserv used for last minute information although participation is by subscription only, open to all Nord Stern members
4. **Monthly business meetings** are very informative, all members welcome!

- 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 semi-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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Editor's Note: Although we are at the end of the 2017 driving season here in Minnesota, I thought this write up was worth inclusion especially knowing that members join this organization for a variety of reasons and throughout any given year. And one of those reasons often is the interest in driving on a closed-course track, to learn more about car handling and capabilities as well as learning and/or improving one's skills. John joined PCA in 1990 and has been CNY's chief driving instructor so speaks with a great deal of experience.

Driver's Education is the event with the highest participation in the PCA. It is arguably also the event offering the greatest reward, on many levels, and for many reasons. Before I get going on the why, let me start with some of the nuts & bolts, as it were.

"Who can participate?" Answer; Anyone who is a full PCA member in good standing (be it main, affiliate, or family), who has a valid driver's license, who is in reasonable health, and is at least 18 years of age. "What kind of car can I use?" Answer; Any Porsche that is in good enough condition to withstand track use, and that can pass the safety inspection, is eligible. "What kind of gear do I need to participate?" Answer; You need the aforementioned car, a helmet, and possibly an interior-mounted fire extinguisher (some regions waive this requirement for first-timers). Not many of you reading this should find anything particularly exclusive there.

"OK . . . that all sounds amazingly simple. There's gotta be a catch. I know . . . what do I need to do to my car before I go?" Answer; Probably a lot less than you are thinking. All you really need to do is to make sure the various systems in the car are in good working order. You do not need fancy doodads and expensive

geegaws to have a good experience at the track (more on that later). If the drivetrain, brakes, cooling system, suspension, and tires are all in good shape, you are probably good to go. Of course there are many specific things that you should check into here, and you can get more information on these from myself or any of our region tech advisors, but the bottom line is that if you have the car and the interest, you can participate.

"Alright . . . so I'm eligible. Why do I want to do this?" If you strike up a conversation with any PCA friends who frequent the track, their comeback to that question will likely be, "Why the heck wouldn't you want to?!" There's an old saying that says that DE is The Most Fun You Can Have . . . With Your Clothes On! Cute, I know, but also arguably true, if you are a real car nut. Look, by and large, people do not end up with a Porsche by accident, right? They usually have had the notion of one – even the lust for one – for many years. But realizing that dream of ownership should not necessarily be the end of the story. There's so much more.

Many Porsche owners have followed the marquee's racing exploits for many years to one degree or another. It is understandably a point of pride for owners of the cars from Stuttgart. Even people who own or admire other brands — bitter competition rivals though they might be— can, in good conscience, do nothing but admit that Porsche has been extraordinarily successful in motorsports. The cars are so magnificently capable that merely owning one and driving it on the streets does not even begin to scratch the surface. Heck . . . any car will do that. I will tell you right now, in all honesty,

that if you do not take your car out on the track, you will never have any idea of how great a car a Porsche is.

That is a bold statement, I know, but you won't get any argument on that point from

Driver Education

The Timeless Article - What is DE?

by John Hajny,
Central New York Region of PCA
courtesy <http://cnypca.org/driver-education/>

	<p>DEPENDABLE and KNOWLEDGEABLE agent seeks customers looking for real PROTECTION and long term RELATIONSHIP.</p>	<p>FATHER OF EIGHT se lady. Must love kids, be fit to jump in and join the fun training would be helpful.</p> <p>ADVENTUROUS CAT seeks adventurous cat own be employed and willing to Especially fond of black and tuxedo cats. All responses answered. Looking for that match.</p>
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Continued on page 32

Drivers Driving . . .

continued from page 31

track junkies. They already know. They've likely been one of those people – perhaps just like you – who had this notion roiling around in their brains for years. "I've got this car with all this great heritage, all this performance . . . and I'm just washing and waxing. Just cruising around on the road. Heck . . . if I really drive it, I'll probably lose my license!"

Maybe you take your car out in the country, to that special spot, and have a go at that favored stretch of sinuous asphalt. You might be having a lot of fun, driving well, even convincing yourself that you're getting it all. Don't be so easily impressed. First off, you are a danger to society. Bicyclists, animals, other vehicles . . . you can just never tell when things will go wrong out there. Crashing by yourself would be bad enough, but what if you took someone out with you? The sports car world doesn't need any more bad publicity resulting from such inappropriate behavior. The closer you are to the limit, the worse it gets, probably exponentially so. There's a far better place. Get yourself to the track, Mario.

When you go to the track, you will learn so much more than you can now imagine, even if you think you already have some chops. You will most likely learn how little you really knew about driving. Of course you drive every day, and everyone thinks they know how. Well . . . not like this you don't. You will learn that driving like this takes an incredible amount of energy, mostly mental. You will find yourself in a foreign land, thinking intently about so many things that you never did before, in ways that never occurred to you. Nothing is the same on track, and that is quite the point.

How will you be learning all of this? From your instructor. A person assigned to you to take you step-by-step through the many puzzles of performance driving. You will learn everything from how to sit properly in the car, to how to take a turn at a speed you would have previously thought might fling you into the weeds, all in the relative safety

of a place designed for such efforts. Your instructor will devote himself or herself to seeing that you not only learn how to drive swiftly and with skill, but that you have a great time doing it.

The result? Your confidence behind the wheel will swell to new heights, and this will transfer directly to the driving you do every day. DE participants expand their skills to the point that every day driving can now be done with utter ease. Improved skills of concentration, anticipation, and confidence in your ability to control your car will render you far more effective as a safe and courteous driver where it counts most. Your passengers – your friends and family – and everyone who shares the road with you will benefit. You'll come away wondering why everyone isn't compelled to do this.

If all of that were not enough, you will also meet a group of people that really know how to live life fully. Track rats tend to be ultimate hedonists. We drive well, we laugh and joke and bench race expertly, we sup heartily, we sleep well, and then we get up the next day and do it all again. You will never meet a more enthusiastic, diverse, and well-rounded group of people anywhere. PCA people are generally interesting to begin with and sharing the track bond only deepens those connections. Sharing the on-track experience with these people that become your dearest friends is an experience not to be missed.

Now you're fairly itching. "I've got to prepare." Panorama and Excellence are filled with glossy pages offering glitzy go fast goodies of all manner and form. You feel the compulsion to upgrade that car with all the stuff you read and hear about. I'm now going to explode that myth into tiny bits, and give you the best advice you will ever get on driving. Spend your money on the most important component in the driving equation: The Driver!

The thing you need to do to learn car control is reach a point where controlling the car by your actions is necessary. Any Porsche already has more potential than its novice

driver. Adding to the potential of the car may indeed put the limit of control beyond a point that you can reach at all, or at the least, can reach comfortably. The only way to learn car control is in a car that moves around, and the easiest way is in a car that moves around at a more sedate pace, where the driver is not overly intimidated. Once the lessons of car control are experienced, then integrated into your subconscious through repetition, they will flash out at a moment's notice when they are needed, faster than you can consciously think about them. This is real driving. Don't impede your progress by putting the limits of your car hopelessly out of your reach.

Take that money and spend it on maintenance. Never looked at those wheel bearings? Been a while since your last alignment? Those brake hoses are original from 1986? That old factory seat belt is getting a bit frayed, eh? Hoses, belts, coolant, oil change, brake pads . . . These are the only things a Porsche needs to bring you more excitement than you ever imagined. Chances are this prioritization will save you a fair piece of change, eschewing all those gee-whiz upgrades you don't need. Take those savings and pay for registrations to DE events!

You've wanted this for years. It's been tickling your fancy forever. You've been making excuses for too long now. It's time. There will never be a better time than this summer.

(or, NEXT SUMMER, watch your newsletter for the 2018 Driver's Training and Driver's Education dates!)



Sunday, November 12, 2017

Lunch @ 12: 15 p.m.

Show @ 2 p.m.!

Life Could Be A Dream



Where: Old Log Theatre, 5185 Meadville St, Excelsior, MN 55331

Cost: \$57.07 per person

Reservations: Please call Mauren Kvam directly at 952-474-0861

The MBCA-MNMB and NORD STERN would like to invite you to:

Take a trip to Springfield and meet Denny and the Dreamers, a fledgling doo-wop singing group preparing to enter the Big Whopper Radio contest to realize their dreams of making it to the big time! Trouble comes in the form of Lois, who arrives to put some polish on the boys. Denny falls in love, Wally falls in line; Eugene falls apart, and along comes handsome heartthrob Skip to send the whole situation spinning.

Hear hit songs like: *Fools Fall in Love*, *Tears on My Pillow*, *Runaround Sue*, *Earth Angel*, *Stay*, and *Unchained Melody* and of course, *Life Could be a Dream*.

Individual guests have a choice of one of four lunch* entrees:

- Braised Boneless Short Rib, potatoes, seasonal vegetable, gravy
- Seared Pork Chop, potatoes, seasonal vegetables, bacon port demi glaze
- Dill Roasted Tilapia, potatoes, seasonal vegetables, with lemon
- Angel Hair Pasta with Garden Marinara



*All include bread service, dessert, and coffee

We will accept individual payment via debit or credit card for your reservation.

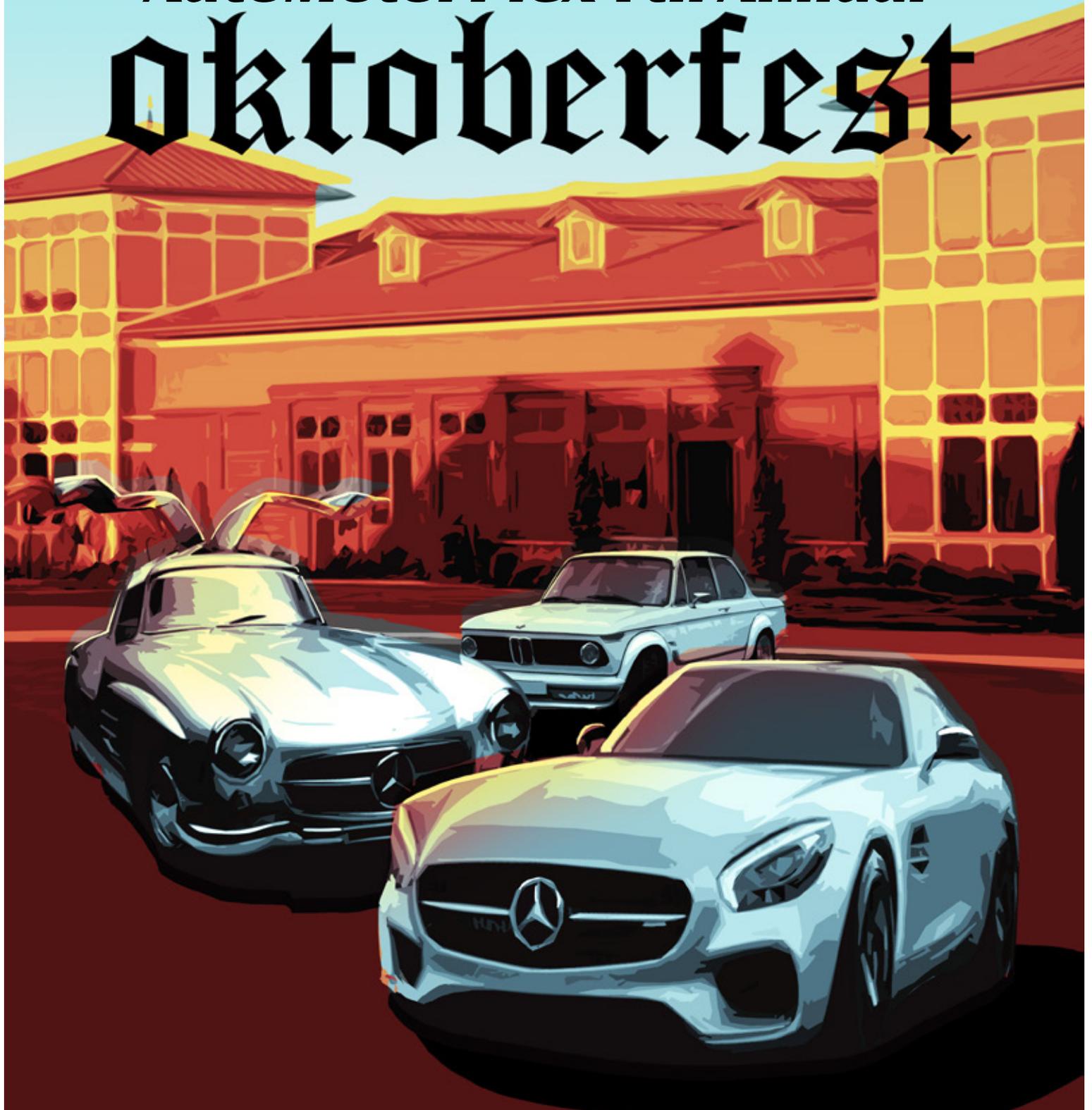
Total spots available are limited, so please contact Mauren at the Old Log Theatre NOW to reserve your spot! You can also then pick out your meal selection at time of payment.

Please call *Mauren Kvam directly at: 952-474-0861*

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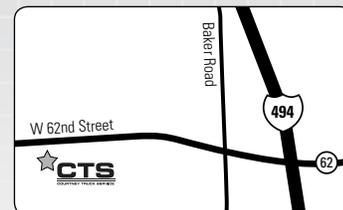
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Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10th of the month prior to publication date: editor@nordstern.org.

19" Winter Wheel and Tire Set for 981

Set of 4 nearly new Oz Formula HLT wheels in matte black with Michelin Pilot Alpin PA4 winter tires in correct size and offset



for 981. Less than 1,500 miles, in perfect condition. No dings or scrapes on wheels, no patches, plugs or uneven wear on tires. Wheels are 19x8.5 ET53 and 19x10 ET40, shown with smaller center caps. Alternate larger caps

that cover bolt holes are also included. Tires are 235/40/19 and 265/40/19 with 10/32 remaining on front and 9/32 on rear. Huf TPMS sensors, new in late 2015. The set was first placed in service in November 2015 but DOT mfg dates on tires are from mid-2012. I asked Tire Rack about the mfg dates since I purchased the tires in late 2015 and they assured me they had been stored in a climate controlled warehouse and would be good for at least 6 years from in-service date. \$2200 for local sale. Contact me for more pictures. cory.hoeglund@gecko-group.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.

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 Forgeline ZX3R wheels. More photos or information available upon request: Bob Viau Jr 651.777-6924, AutoEdge@AutoEdgeMN.com

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, Guttled 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

Vintage Porsche Publication collections for Sale

Former 3-car, Porsche owner/collector and Nord Sterner collection from the years from 1983-1998. Sales are by lot only. Grouped by publication, a collection of miscellaneous magazines (all featuring Porsches are a single lot). See totals below each publication group list. Most in excellent condition. Cash only. For detailed lists, contact steve@designguys.com.

Porsche Christophorus (most in original mailer), 1985 -1998: 71 total x \$3 = \$213

Porsche Panorama 1983 – 1993, 1981: (Book) The First 25 Years of Panorama, 1956-1981 \$10, 98 total x \$2@ = \$196

Nord Stern Newsletters, 1983 – 1994, 128 total x \$.50@ = \$64

Excellence (formerly Porsche), 1987 – 1995, 55 total x \$2@ = \$110
356 Registry Magazine, 1985 – 1996, plus Index to The Registry Vol 6-10, 49 Total issues x \$2@ = \$98

356 Registry Magazine Calendars, 1988 – 1993, 6 total calendars \$12

VW & Porsche (later European Car), 1983 – 1992, 46 total x \$1@ = \$46

Porsche Related Features in vintage Automotive Magazines – ALL ONE LOT: Car And Driver, Road & Track, Road & Track Exotic Cars, Motor Trend, VW Trends, Kit Car Quarterly, Peterson's Kit Car Quarterly, Hi-Performance Cars, Autoweek, Top Wheels, Auto Car, Peterson's Sports Car Graphic, Sports Car Illustrated, Classic + Sportscar, All About Porsches, **Consumer Guide – Porsche A Tradition of Greatness, 911 + Porsche World. Collection of (95) various vintage magazines featuring Porsche, \$92 Total.**

2012 Porsche Cayman R

Guards Red / Black Sports Seats, Guards Red interior dash accents, 19 Inch Twin Spoke Turbo Wheels, Bi Xenon Light Package, CDR 30 Audio System, Bluetooth Phone Pkg, 3M Clear Bra Dealer Installed, Ceramic Paint Protection Pkg, New Factory Windshield installed 1/10/17, Mobil 1 Oil and filter 1/11/17, Put in Winter storage 1/13/17, Porsche Trickle Charger, Excellence Mag 2017 Rated:, Average \$55K, Good \$60K, Excellent \$65K, This car is in Excellent Condition, Asking \$62,500. Call Bill Groschen 952-292-6349 Cell, E-mail ITSJFB39@gmail.com.

TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2017



DATE

EVENT

SPONSOR

LOCATION

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--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: STEVE GARNJOBST 651-778-0585

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

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

CONTACT: AARON JONGBLOEDT 612-308-6913

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--Contact: SCOTT HEGSTRAND 612-619-8615

TCRC = TWIN CITIES RALLY CLUB--facebook.com/twincityrallyclub

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

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

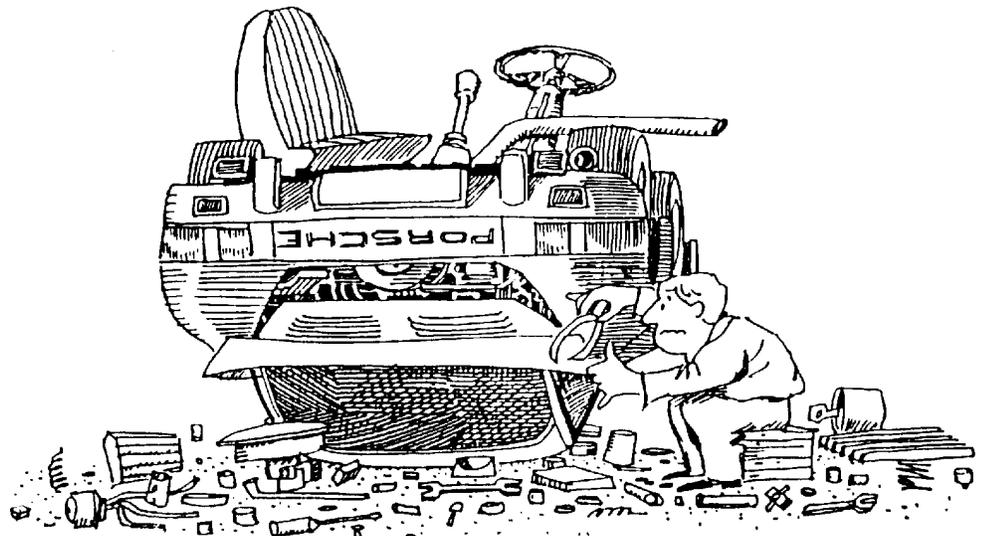
CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

FOREST CITY, IOWA = WINNEBAGO INDUSTRIES PARKING LOT

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

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN



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. New to HPDE and want to learn more about what to expect? Check out: audiclubglacierlakes.org/driving-school-materials. Other questions? Contact us at events@audiclubglacierlakes.org



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