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November 2017







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# STERN



## PORSCHE

# NOVEMBER

# 2017

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

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

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

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

Proof Reader - Scott Berger

Adv Mgr - Lara Dant, advertising@nordstern.org  
Ron Faust, Staff Writer/Photog. 218.961.1617

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

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Cover

'Red and White' at the Porsche Museum Stuttgart Fall 2017

by Ron Faust

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## 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!*

### Ed Vazquez

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

Mail renewal checks to:

### Jeff Bluhm

6767 Marsh Ridge Ct.  
Eden Prairie, MN 55346

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\$30 per year (defrays monthly  
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Nord Stern membership Options:  
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**Check your mailing label  
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inquiries or updates**

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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](mailto:editor@nordstern.org)

*Welcome . . .*

## *New Nord Stern Members*

We hope to see you at upcoming events!



### **Greg Wagener**

Orono, MN

White 2011 Boxster Spyder

### **Kurt Walter**

Lakeville MN

Metallic Midnight Blue 2017 911

Carrera 4S

### **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!).

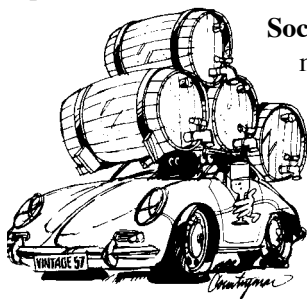
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

The 25th Anniversary of the Nord Stern Fall Color Tour led by **John Dixon** was a fantastic event. I'm tempted to say "as usual" but I don't want to minimize how well the event has been run by John. His leadership of all of the volunteers that have helped out over the years and his knowledge of the area has really been appreciated by many of us. He has done an incredible job and we will miss the tours of the North Shore to various locations with fun spots for lunch. I think I can speak on behalf of the members of Nord Stern when I say "Thank you, John!" Next year will kick off the 1st Annual Nord Stern Duluth to Madeline Island Fall Color Tour headed up by **Jim** and **Cindy Holton**. This will include a drive along the south shore of Lake Superior to Bayfield, WI followed by a ferry ride over to Madeline Island. Lara and I have spent a lot of time on Madeline Island and many of the surrounding islands that make up the Apostle Islands. The beauty that surrounds that location is not to be missed, especially in the fall!

We've resumed the Nord Stern business meetings. The meetings will be held at a new location: the **James Ballentine VFW Post #246 in Uptown** (2916 Lyndale Ave. South) and the day has also changed to the **first Tuesday of month** instead of the second Tuesday. There is FREE parking just behind the building on the other side of the alley, off Lyndale the access is on the south side of the building itself).

There is a happy hour from 6 p.m. until 7 p.m. and the business meeting is from 7 p.m. until it is finished. We look forward to seeing you at the meeting and as always, if you are interested in getting involved please consider volunteering for a chair or assistant chair position by emailing me at [president@nordstern.org](mailto:president@nordstern.org) or letting us know at one of the meetings.



Above, part of the P-car line up at Temperance River where FCT participants hiked and learned a bit about how the river got it's name. Photo by M.K. Martianos

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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
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1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high

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November . . . that seems so hard to type as I watch our fall foliage bursting with color right in our own neighborhood filled with Maples, Oaks, Birches, Elms (yes, there are a few left!), Locust, Sumac, all contributing their special hues to the forest-filled foliage. How's that for alliteration! And of course all the Porsches in the area getting in those last drives or daily errands before the thoughts of winter storage rituals become reality. I do so love this time of year.

Yes this fall brings another sad day for the Nord Stern community, especially those members who have been active, or joined back in the 80s and 90s, and knew **Teresa Vickery Pfister** - one of the more passionate Porsche peeps I have ever known.

We recently reported via Clubtalk on the unfortunate cancer diagnosis Teresa received in mid-September, and the subsequent chemo regime she was undergoing with every expectation of achieving remission. But

it was not to be and Teresa quietly passed away, at home, overlooking Lake Minnetonka with her beloved pets and family at her side. We are all devastated, the club has lost an ardent member, DE/DT expert, dedicated club racer, generous and giving spirit with drive (pun intended) and passion galore.

Plans are still in the works for a celebration of life and will be posted on Clubtalk, or check with any of the club officers for further information.



## From the Editor . . .

by Christie Boeder

'73 911

I hope to feature photos in the next issue after there is time to gather together a fitting retrospect of Teresa and her involvement with Nord Stern and Porsches.

Thank you, Teresa, for sharing your enthusiasm and generosity with all of us.



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7	<b>Nord Stern Monthly Business Meetings (1st Tuesday)</b> Time: Social 6:30 p.m., Meeting 7 p.m. Location: James Ballentine VFW, 2916 Lyndale Ave. S. All Members are Welcome!		3	<b>Rochester Labor Day Picnic and BBQ</b> Location: Brian and Gina O'Neil's home Questions: Jeff Boehm, jeffandbj@gmail.com
12	<b>Old Log Theater Outing with the Mercedes-Benz Club</b> Eventmaster: Paul Bergquist, see flyer		OCTOBER	2018
			14	<b>Bark &amp; Beer Tour</b> Questions: Jeff Boehm, jeffandbj@gmail.com
DECEMBER		2017		
5	<b>Nord Stern Monthly Business Meetings (1st Tuesday)</b> Time: Social 6:00 p.m., Meeting 7 p.m. Location: James Ballentine VFW, 2916 Lyndale Ave. S. All Members are Welcome to attend			
			<b>"Third Thursdays" of each month</b> Informal 'Post-Work' Social, 5:30 p.m. at <b>NEW LOCATION!!</b> <b>Utepils Brewing</b> <b>225 Thomas Ave No. Mpls, 55405</b> <b>utepilsbrewing.com</b> <b>Site of the old Glenwood Englewood Water Co. on near</b> <b>Further Performance Motors (Nord Stern Advertiser!)</b>	
JANUARY		2018		
2	<b>Nord Stern Monthly Business Meetings (1st Tuesday)</b> Time: Social 6:00 p.m., Meeting 7 p.m. Location: James Ballentine VFW, 2916 Lyndale Ave. S. All Members are Welcome to attend			
			<b>MN Cars and Coffee</b> 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	
FEBRUARY		2018		
6	<b>Nord Stern Monthly Business Meetings (1st Tuesday)</b> Time: Social 6:00 p.m., Meeting 7 p.m. Location: James Ballentine VFW, 2916 Lyndale Ave. S. All Members are Welcome to attend			
10	<b>Nord Stern Annual Holiday Party and Annual Meeting</b> Location: Mill City Museum, Mpls Time: 6:30 p.m. Cocktails, Dinner and Program Cost: \$65 per person, registration at clubregistration.net Music by Steven C.			
			*****	
MARCH		2018		
6	<b>Nord Stern Monthly Business Meetings (1st Tuesday)</b> Time: Social 6:00 p.m., Meeting 7 p.m. Location: James Ballentine VFW, 2916 Lyndale Ave. S. 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.	
APRIL		2018		
3	<b>Nord Stern Monthly Business Meetings (1st Tuesday)</b> Time: Social 6:00 p.m., Meeting 7 p.m. Location: James Ballentine VFW, 2916 Lyndale Ave. S. All Members are Welcome to attend			
MAY		2018		
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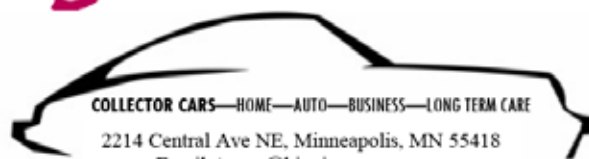
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# Club Talk

## ... 'Talk'

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he will pull a copy of the picture,  
resize it, and post it on your behalf.*

## Fall Color Tour 2017 - It's a Wrap

Nord Stern folks, The 25th FCT is a wrap. We had approx 70 folks for the tour this year. 8 for the sunrise hike. Color had not totally changed, but all in all a fun trip. Lunch and hike at the Gunflint Lodge were good. Thanks to all that made the trip so memorable.

Also for the special 25th anniversary Knob Creek whiskey gift w the bluefin gift card to Suzanne and me. So nice and thoughtful.

I am very much looking forward to Jim and Cid Holtons tour next year. Thanks again for allowing me to share the north shore with you all.

– John Dixon

What a great time! Good weather, good food at Gunflint Lodge, good hiking, some great cars and, as always, it's the people. Thanks, John Dixon for a great 25 year run. And next year a new venue - Pier B in Duluth, the opportunity for new drives. Thanks, John!

– Bruce A. Boeder

Susan and I just got back from the North Shore. Another great trip! Fun hikes and another great opportunity to mingle with fellow Nord Sterners. Our personal highlight was the drive on the Gunflint Trail. This was only our second Fall Color Tour, the first being last year after we sold the track car. (Stupidly we never thought to go up in the Cayenne S when we had it.) And since the historic 25th FCT will be the last (at least for now) on the North Shore, we are soooooo glad we went.

We cannot thank John and Suzanne Dixon enough for acting as our tour guides these last two years. Couldn't not have been better. It was great to see three generations of the Dixon's enjoying the trip. And for all the hard work John and Suzanne have put in for Nord Stern over the last 25.

Looking forward to the 25+1 FCT to Madeline Island next year as Nord Stern starts a new tradition. The last time we were in Bayfield was with a new 1987 944S. Time does fly! here is hoping we have a good turn-

out! Even if you are a track junkie, don't be like us, plan to join the fun next year.

– Nick Cirillo

If you look at the attached photo (below) you can see that John Dixon is in 2 different places at the same time...Spooky! We had a great time thanks for Hosting John. Nice seeing everyone again.

Regards, Theo and Misty

*P.S. Ed, the mileage back from Duluth was 29.3mpg in the Macan.*

The hearty THANKS go to you . . . For the privilege to enjoy your world with fellow club members. Our Thanks go to you for bringing it all together. Best wishes in all your endeavors !

– Don and Pam Lawrence, and the rest of Nord Stern

Dear John and Suzanne,

It is sad to see the Bluefin Fall Color Tour coming to an end. We have had many enjoyable weekends with you on the tour and both of you have been such gracious hosts. You have fostered many friendships and brought together a wonderfully diverse group of Nord Stern members. You have even taught us many a morsel of knowledge, not the least why it's called Temperance River. We want to thank you and your whole family for your time and efforts to put together such a wonderful club event year after year.

A great thanks also to Bluefin and their staff for their work and putting up with all of us Hell's Porsches.

We also think back fondly on all of the years with Roy Henneberger and Jill Daneu. Both were such a part of the Fall Color Tour. Their absence is such a loss, but we will never forget them or their contributions.

Although Wendy and I are not able to join this final Bluefin Fall Color Tour, we wish you and everyone a beautiful drive and gathering.

Hopefully your tradition can be kept alive for many years to come. We look forward to seeing everyone at a future tour.





John and Suzanne, thank you again for everything you have done. These many happy years would not have been the same, or even possible without you.

– Brian & Wendy Oldendorf

John and Suzanne, thank you and all your helpers for those fantastic 25 years of sharing the North Shore with us! I think Susan and I made about 18 of those 25 FCTs, and loved them all.

Jim we are looking forward to Duluth.

– Keith Jones

Well said, Keith

Susan and I were late to the Fall Color Tour party. Last year was our first tour and we had a great time and we are so glad we went. The hikes, lunch in Grand Marais, and tour of the Grand Portage National Monument were just spectacular. And we got to meet a lot of nice Nord Sterners. I'm confident we will have even a better time this year for an historic 25th Tour.

Thank you, John and Suzanne, for acting as such great tour guides and for all the work you have done organizing this event over the 25 years.

P.S. Jim, so just how many cars can fit on those ferries? And should we up our car insurance? :-)

– Nick Cirillo

### **Last Fling Driver Training and Driver Education**

And a fine weekend it was!

The weather forecast wasn't favorable but not much track time was lost. An occasional sprinkle but not a wash-out at all.

Much thanks to Dave (Anderson), Steve (Meydell), Jim (Bahner) and the rest of the crew that takes their time to give us our time at the track.

– Glen Larson

And thanks to all of the instructors who introduced us newbies to the pleasures of driving on the track! It was a very enjoyable weekend.

– Charles E. Jasicki

### **3M Tech Session**

Thanks to Roger as well on setting this up. Also want to thank everyone who attended (20-30 folks), it made Kevin and Mark's (Automotive Aftermarkets Division-Tech Service) time worthwhile. I know for me last weekend, I was inspired to put to use some of what I learned, so cleaned up one of my old cars lights with the 3M headlight restoration kit and then went and did my Carrara from wash-clay bar-polish-wax and man it looks pretty.

– Greg Stanich



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# nurburgring, inc.

restoration of fine vintage Porsche automobiles

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

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

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

Rick Moe  
nurburgring, inc.  
dasring.com

As I sit here at the trusty iMac, a week after Nord Stern's Fall Color Tour, the weather is just nicely turning to the cooler temps of October. No 'hard frost' yet, but I know it is coming. There are still a few weeks to drive the P-car before the yearly storage ritual is begun.

Across the country, the smoke from the Santa Rosa and Napa Valley fires, maybe the worst natural disaster in California history, covers the Bay Area as the damage from the fires becomes evident. Many lives lost or upended, enormous property damage, the toll continues. All this on the heels of the hurricanes that have pummeled the southeast and Puerto Rico over the last thirty days. In a way it makes me glad to live here in flyover country, seemingly insulated here in the Midwest.

Still, I love to visit California, as Gayle and I have a son in San Francisco, and after fifteen years there, he can show us around the city and the attractions nearby better than Rick Steves. We visited in August, and in between his work responsibilities Derek showed us a number of new restaurants and brewery sites, and we found our way to the Museum of Modern Art and the de Young Museum for a little culture. Also, an unforgettable concert in the redwoods with some Swedish psychedelia. Nights were spent couch surfing in his apartment in The Haight district, after we traversed the city via Uber and the Metro. Lots of fun, but for me there was more culture to explore to the south.

After nine days in the city, we headed down 101 in Derek's trusty Jetta to take in some of the events of Monterey Car Week. We had done this event two years ago, but there is so much to see and do that we could pick and choose a bit and work in some new events along with the classic standards. No Pebble Beach Concours for us, we made plans to go to Laguna Seca on Sunday instead. That left Friday and Saturday open for new adventures.

The plan Friday was to leave the city early to beat traffic, and arrive in the Monterey area about 9 a.m. for The Werks Reunion. This event is organized by PCA and Porsche North America, with Michelin as the title sponsor. This was to be the fourth 'Werks' at Monterey, and a big crowd was expected. The resulting traffic tie-up lasted about an hour, and we finally parked the car along the road and walked onto the Corral de Tierra Country Club grounds for the show. On the way in, we saw Patrick Long, the sole American factory Porsche

driver, heading in the other direction. "Hey Patrick, you leaving already?" "Yeah, I did my thing, I'm heading to the track." More on that later.

Passing the clubhouse, laid out before us on the first and eighteenth fairways were about four hundred spectator cars, arranged by type, and beyond that an equal number of registered show cars. A sweet ivory Speedster acted as a place marker as we entered the field. Very California! This is not a strict concours, there was judging but it was more on condition and presentation, and the shared camaraderie was the pull.

Which way to head? P. Long had already made his appearance and been interviewed by the folks from PCA, and it was Jeff Zwart's turn at the mic. We kept moving, too many cars to see! Vic Elford was up later, didn't see him either. Nice group of Porsche heroes, though. Looking at my photos sequences, I was drawn to the air-cooled cars, 911 and 356, immediately. Outlaw coupes, patina'd survivors, all out restorations? Yes all the way. Unusual paint jobs, rare models, race car tributes, check, check, check.

One car that caught my eye was a '73 RS Tribute, displayed by Jason & Jennifer Smith of the Central Iowa chapter. Done in Albert Blue with a Red interior, it was stunning! Jason spent a good deal of time researching the '73 model as to correct finishes and components, as if he was ordering a new car for himself back in that time frame. He went with a 2.45l engine for better torque than the 2.7l, as he likes to drive the car regularly. This was the aspect of Werks that I liked, that it celebrated

All the  
Leaves are  
brown, and  
the sky is  
gray

...

by Jim Southwell

*Below, Werks - Beautiful vista of  
Corral de Tierra*



## ClubTalk 'Challenge'

The BEST  
part of your  
garage and  
One of the  
Worst

*Started by Todd Smith,  
a pictorial 'challenge' to post a  
photo of the 'best' part of  
your garage and/or  
the 'worst' part of your garage*

*So your editor decided that this  
was entertaining enough to see  
that I'd like to run a series of the  
submissions –  
and the fun comments.*

*If any one who participated  
would prefer their submission  
NOT be included please email me  
directly at editor@nordstern.org*



Above, Michael John, and the editor's question is: how do you work in that narrow space along side the car??



Photo above: Christopher G. Karras who no resides in 'some other region' but he still gets to be included with the 'best' region in PCA (of course I am biased, says the editor!). And Chris' picture got kudos for 'best plate!'



I wanted to share my experience with Run Flat tires and Slime tire sealant.

On a trip to Gingerman, Michigan with my BMW X5 I had a nail go into a Run Flat tire and the tire would lose its air every 60 miles or sitting for 8 hours.

The good news, I had 35,000 miles on the tires and was planning to replace them before winter. Also, the tire didn't strand me on the highway in Gary Ind. at 11 p.m. when this happened and I had an air tank with me.

The bad news, none of the tire shops in Michigan City will patch a Run Flat. I found out it is possible to patch one if it hasn't been actually driven below 20psi for more than a few miles but the larger tire shops won't attempt it for liability reasons. Interestingly, Tires Plus in Hopkins said they would consider it but they'd need to inspect it. The other bad news, because it's an all-wheel drive car I'd need four new tires since the others have substantial wear. Now for the real killer, tire stores generally don't keep a stock of Run Flats, it was Friday morning and they might be able to get tires Saturday or Monday at the latest. Now what do I do.

Against the advice of the tire store, and some of my teammates on the trip, I bought a bottle of tire Slime. The Slime is pretty nasty stuff. I put in the tire Slime, aired it up, and drove it around. It held air like a champ for the next 700 miles and four days. I just needed to make sure when I parked the puncture was at the bottom so the goop would be over the puncture. The Slime saved the day.

A couple of notes, the slime caused the tire sensor to always read "OK" even when the tire went down from not parking on the puncture. Second, the guy at Tires Plus told me the slime has a chemical (ammonia) in the solution that causes the them not to be able to patch the tire, it also can clog a tire sensor.

I continue to debate if I should refit the car with Run Flats or not. For me, the Slime saved the trip and I will be carrying a bottle in the car for an emergency.



# Green Slime ... and ... Run Flat Tires

by Lee Jacobsohn

1960	Earl DeLaittre	1979	Cindy Doering	1999	Mike Selner
1961	C.J. Trenholm	1980	Dennis Guentzel	2000	Jon Beatty
1962	Gordon Oswald	1981	Richard Guthart	2001	Jim Holton
1963	Hank Godfredson	1982	Corey Johnson	2002	Mark Skweres
1964	Mrs. Wiggie Woolery	1983	Lane Hawkinson	2003	Scott Anderst
1965	Tom Allen	1984	Bill Caldwell	2004	Ed Hazelwood
1966	William D. Pletsch	1985	James Arhart	2005	Robert Smith
1967	Paul Anderson	1986	Hank Godfredson	2006	Richard LaVerdiere
1968	Elmer Langren	1987	Joann Speidel	2007	Cal Townsend
1969	Charlie Lloyd	1988	Peter Muldowney	2008	Pam Viau
1970	James Harris	1989	Ron Draper	2009	Bob Barker
1971	Ron Korman	1990	Darlyl Fortier	2010	Kim Fritze
1972	Ron Korman	1991	Roger Johnson	2011	Bret Bailey
1973	Al Schlegel	1992	Teresa Vickery	2012	Jim Bahner
1974	David Morse	1993	Terry Johnson	2013	Ron Johnson
1975	Gordon Doering	1994	Rick Sojkowski	2014	Dave Anderson
1976	Larry Skoglund	1995	Peter Vickery	2015	Mike Sabers
1977	John Horner	1996	Bruce Boeder	2016	Paul Ingebrigtsen
1978	John Bierbaum	1997	Dave Weisel	2017	Ryan McGee
		1998	Ron Smith		

# Remember -ing 'Who's Who in Nord Stern ... A list of past presidents

## Where We Were –

## Where We Are –

## Celebrating 55+ Years of Nord Stern



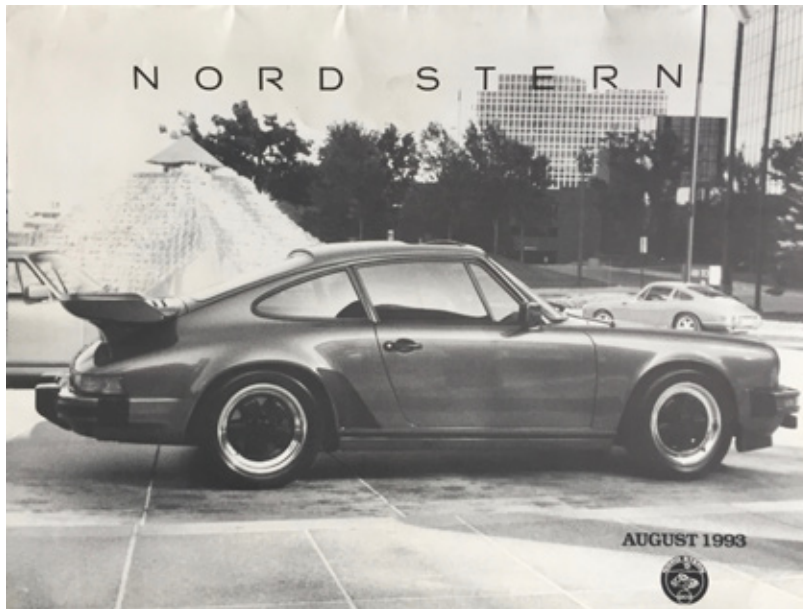
Thanks to Bruce Boeder for giving me a month off from this column. After driving 911's for 46 years I finally got to the source in Stuttgart. The Factory is fascinating but the adjacent museum is a gem. The old race cars are true works of art, artistically displayed and much more beautiful on the floor than in the photos.

– Ron Faust

### August 1993

- Nord Stern's August newsletter, edited by **Bobbi Miller** again features members' cars on the cover, photographed beautifully by **Bob Fleming**. **Terry Tillford's 911** is on the front cover and **Bob's '65** is on a half page of the back cover.
- President **Terry Johnson** returns from his first Porsche Parade. "The entire event was a little bit overwhelming."
- A German wine tasting event held at the Sonia and Daryl Fortier home looks like a big success in the photos. The German Reislings are said to have "grace and harmony, and a glassy-smooth purity of texture". Sonia gives a quick course on German wines in the article, which also said the dessert wine "Troockenbeerenauslese" was a special treat. The latter cost \$60 a bottle but the others were \$8 to \$12. Now there's an event that would draw a crowd even in 2018.

- Greg and Ellen Fresh** have scheduled a Champagne tasting event for August, the third of a series of these socials.
- BIR Midweek results are published. Peter Kitchak scored the fastest time of the event with a blistering 1:49.865 in one of the modified classes. The best run times show several classes where five or more drivers were separated by only 4 or 5 seconds. Most, but not all women were still classed separately. One class included someone named "Christine Boeder". (editor's note: I remember that!! Close, but not quite . . .)
- The Nord Stern Club Race is scheduled for August. **Bruce Boeder** and **Bob Fleming** will be eventmasters.



Registration is \$190 but for autocrossers, track time can be had for \$25 and if they assist as a worker.

- Newer members **Bruce and Christie Boeder** invite Nord Stern members to join them at Alta and Snowbird in January. Lodging is available at Snowpine Lodge ranging from "the nicest dorm room you'll ever see for

\$54 per night" to private rooms with king size beds for \$108, breakfast and dinner included. Lift tickets were \$23 at Alta but a hefty \$36 at Snowbird. Living the frugal life used to be so much fun. (Wow, this is so interesting to see again, we always knew Alta was more of a bargain in the skiing world. Although still not the cheapest sport in the world, those costs from this point in time are amazing to see again. We've always loved skiing at Alta and Snowbird. And in fact, we did hear from someone who met us to ski and that was Monte Smith out of Salt Lake City who introduced us to several local PCA members who also were skiers. Monte, in fact, went on to

be one of the Club Racing Chairs! A blast from the past . . . thank you, Ron!)

- In the "Marktplatz" **Greg Gentling** of Rochester offers his Prussian blue slope nose with gold Epsilon wheels and lots of other goodies for only \$29,900. Also, **Hank Godfredson** is selling a 1984 911 Carrera for \$24,000.

- Jim Miller** has a 1991 944S2 Cabiolet with 24,000 miles for \$21,500 but "Michael W" wants

a 944S and will consider all except red cars. **John Waterbury** has a 1984 guards red 911 Carrera for only \$25,000 and **Chip Smith** has a silver 1979 911SC with a red leather interior for only \$17,900.





Above, Phyllis Godfredson nad Sonia Fortier at the wine tasting

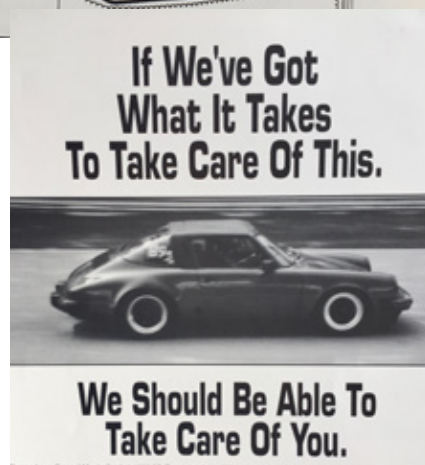
The 4 photos here are from the wine event

I spy several long-time Nord Stern members (Hank Godfredson, Bill Groschen for starters)



Right: A new plan for track expansion at BIR was detailed

Luckily the new bathrooms (4) actually got done even though new road courses were not done for years



Above: Guy Reeder's car is featured here in Bob Johnson's ad. The ad goes on to give details of Guy's modifications of his old blue Targa. It was a fast car driven by a couple of fast drivers!



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Editor's note:  
And I have  
copies of the  
program (left)  
that we did for  
the club race!  
I'll have to  
pull it out and  
see what we  
featured.v

Left, Bob  
Fleming's  
1965 911 (sold  
to him by the  
Boeders, in  
fact!)





## BIR MIDWEEK RESULTS

#	Driver	Class	Run #1	Run #2	Run #3	Run #4	Best Run
14	Tom Soledad	1M	2:13.434	2:14.077	2:13.906	2:13.396	2:13.396
46	Bob Vlau	2M	2:04.875	2:03.936	2:04.589	2:03.670	2:03.670
81	Jim Miller	2M	2:10.017	2:08.995	2:10.230	2:08.412	2:08.995
91	Jim Thole	2M	2:12.949	2:13.726	2:15.171	2:11.485	2:10.726
39	John Dixon	2M	2:13.678	2:13.281	2:13.846	2:11.999	2:11.999
116	Randy Bass	2M	2:15.782	2:14.838	2:14.980	2:14.122	2:14.122
84	Steve Sandberg	2M	2:28.944	2:26.701	2:27.922	2:27.137	2:25.701
185	Sonia Forster	2W	2:10.482	2:08.773	2:10.147	2:08.952	2:08.773
181	Bobbi Miller	2W	2:14.267	2:13.933	2:12.449	2:10.826	2:10.826
146	Pam Vlau	2W	2:13.689	2:13.847	2:13.234	2:12.967	2:12.967
184	Judy Sandberg	2W	2:25.775	2:22.969	2:26.344	2:24.312	2:22.969
149	Jeff Halling	3M	2:02.853	2:02.479	2:03.215	2:02.334	2:02.334
48	Ken Benson	3M	2:13.732	2:16.230	2:17.904	2:17.846	2:16.230
194	Mike Anger	3M	2:24.817	2:24.817			2:24.817
23	Ron Smith	4M	1:56.854	1:56.633	1:57.223	1:57.191	1:56.633
162	Justin Draper	4M	1:58.606	1:58.226	1:57.684	1:57.906	1:57.684
27	Doug Shulinski	4M	1:59.672	1:59.611	1:58.182	1:58.755	1:58.755
19	E.G. Jacobson	4M	1:59.863	1:59.792	1:58.252	1:58.891	1:58.891
26	Scott Mayer	4M	2:01.396	2:00.405	2:00.943	2:00.173	2:00.173
62	Ron Draper	4M	2:06.575	2:07.847	2:06.036	2:05.402	2:05.396
196	Cliff Anderson	4M	2:06.576	2:05.393	2:05.639	2:05.780	2:05.393
130	Jim Odenstedt	4M	2:08.908	2:05.481	2:08.487	2:13.159	2:05.481
177	Art Maturi	4M	2:07.680	2:07.060	2:08.128	2:08.935	2:07.060
127	Sheel Studenski	4W	2:15.334	2:12.667	2:11.539	2:10.792	2:10.792
33	Kim Crumb	5M	1:57.342	1:57.092	1:56.704	1:57.137	1:56.704
8	Rick Sojowski	5M	1:58.318	1:57.432	1:57.573	1:56.915	1:56.915
49	Mike Hoke	5M	1:57.412	1:58.620	1:58.923	1:58.305	1:57.412
95	Brian Sotia	5M	2:05.737	2:03.667	2:05.617	2:04.150	2:03.667
195	Mike Sotia	5M	2:06.031	2:05.309	2:04.715	2:04.057	2:04.057
44	Mike Niemeyer	6M	2:10.121	2:08.967	2:09.173	2:08.630	2:08.630
8	Bob Fleming	6M	2:10.896	2:08.096	2:09.489	2:09.140	2:08.096
207	John Shimke	6M	2:18.444	2:17.171	2:17.146	2:17.275	2:17.146
88	Dave EA	6M	2:34.687	2:36.234	2:25.430	2:29.195	2:28.195
72	Dave Westel	7M	2:07.391	2:06.554	2:07.245	2:06.443	2:06.443
90	Peter George	7M	2:13.053	2:13.442	2:13.594	2:13.923	2:13.053
145	John Dignan	7M	2:17.404	2:17.100	2:17.389	2:16.345	2:16.345
191	Mark Nelson	7M	2:23.646	2:22.068	2:21.969	2:22.866	2:21.969
20	Doug Arnold	8M	2:04.769	2:03.144	2:03.794	2:02.717	2:02.717
5	Clay Reeder	8M	2:03.641	2:03.660	2:03.408	2:02.896	2:02.896
57	David Parker	8M	2:05.080	2:04.068	2:03.818	2:03.549	2:03.549
3	Bruce Reeder	8M	2:05.746	2:05.146	2:05.613	2:04.913	2:04.913
47	Ron Faust	8M	2:06.725	2:05.221	2:06.241	2:05.785	2:05.221
108	Brian Dedoligh	8M	2:11.188	2:08.565	2:12.048	2:08.478	2:08.565
67	Cliff Peterson	8M	2:09.807	2:08.644	2:08.978	2:08.258	2:08.644
139	Vaughn Johnson	8M	2:09.245	2:08.243	2:10.633	2:08.243	2:08.243
154	Cliff Conant	8M	2:11.883	2:10.606	2:13.637	2:12.338	2:10.606
53	Mike Loehner	8M	2:14.949	2:13.148	2:14.111	2:12.438	2:12.438
125	Jim Wood	8M	2:19.878	2:17.980			2:17.980

16 NORDSTERN



#	Driver	Class	Run #1	Run #2	Run #3	Run #4	Best Run
45	Martha Reeder	9W	2:12.287	2:11.189	2:11.784	2:12.473	2:11.189
193	Christine Reeder	9W	2:17.182	2:17.548	2:20.505	2:20.908	2:17.182
196	Eleanor Renwick	9W	2:26.579	2:25.250	2:28.053	2:25.919	2:25.250
2	Roger Johnson	9M	1:59.065	1:58.647	2:00.229	1:59.488	1:59.065
73	Rick Polk	9M	2:01.651	2:00.915	2:02.306	2:01.091	2:00.915
40	Cliff Olsen	9M	2:08.922	2:06.829	2:03.879	2:02.858	2:02.858
176	Teresa Volary	9M	2:05.868	2:04.464	2:04.272	2:03.257	2:03.257
76	Wendie Manton	9M	2:05.812	2:05.211	2:06.041	2:04.361	2:04.361
173	Bo Polk	9M	2:05.198	2:05.615	2:05.424	2:05.264	2:05.198
18	Rod Johnson	9M	2:06.081	2:06.177	2:05.776	2:07.114	2:05.776
81	Lee Jacobson	9M	2:07.039	2:06.879	2:07.443	2:07.144	2:06.879
124	Eric Pihlauer	9M	2:08.672	2:06.778	2:08.437	2:07.677	2:06.778
100	Tom Walker	9M	2:11.625	2:09.735	2:09.278	2:08.676	2:08.676
180	Scott Clark	9M	2:10.639	2:09.659	2:09.977	2:08.725	2:08.725
89	Brian McMahon	9M	2:08.183	2:10.587	2:10.132	2:10.508	2:08.183
90	Garfield Clark	9M	2:14.110	2:13.118	2:12.660	2:10.963	2:10.963
107	Jon Beatty	9M	2:14.283	2:14.188	2:14.296	2:14.982	2:14.188
153	Jim Holton	9M	2:17.835	2:16.296	2:18.804	2:15.776	2:15.776
28	Cliff Montano	9M	2:19.948	2:19.025	2:18.561	2:18.154	2:18.154
188	Tim Watson	10M	1:58.049	1:57.794	1:57.119	1:56.958	1:56.958
68	Jan Watson	10M	2:01.571	2:01.094	2:01.400	2:02.908	2:01.094
154	Brian Smilie	10M	2:06.645	2:04.281	2:04.983	2:04.277	2:04.277
105	Greg Gerard	10M	2:09.690	2:11.332	2:15.212	2:13.399	2:09.690
35	Nick Cirillo	10M	2:15.342	2:13.994	2:16.283	2:14.520	2:13.994
16	Jim Ahlert	10M	2:07.616	2:09.047			2:07.616
17	Randy Coleman	10M	2:09.323	2:09.079			2:09.079
70	Jim Suedert	10M	1:57.528	1:57.111	1:56.913	1:56.520	1:56.520
21	Denny Quastel	10M	1:59.613	1:59.598	1:58.991	1:58.515	1:58.515
24	Dave Stein	10M	2:07.525	2:07.229	2:05.906	2:06.439	2:05.906
147	Cary Perhal	10M	2:07.334	2:07.049	2:06.600	2:07.888	2:07.049
102	John Freysson	10M	2:26.645	2:26.740	2:28.849	2:24.478	2:24.478
52	Peter Kitchak	OPEN	1:50.386	<del>1:49.858</del>	1:51.036	1:50.680	<del>1:49.858</del>
4	Steve Watson	OPEN	1:53.183	1:54.047	1:54.759	1:55.147	1:53.183
10	Rick Mue	OPEN	2:04.042	2:03.940	2:03.385	2:02.897	2:02.897
119	Bill Schneider	OPEN	2:09.586	2:09.080	2:08.834	2:08.591	2:08.591
32	Darryl Forster	OPEN	2:16.838	2:23.159	2:16.311	2:17.270	2:16.311
201	Len Theiss*	N	2:08.420	2:07.789	2:08.927	2:08.792	2:07.789
64	Marv Gustafson	N	2:15.482	2:15.819	2:15.012	2:15.690	2:15.012
202	Jeff Johnson*	N	2:25.075	2:24.026	2:22.774	2:22.291	2:22.291

\* - Fast time of event.  
\* - Out of region guest.

AUGUST 1993 /



# MN Cars & Coffee™

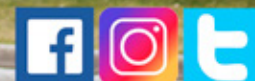
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First Saturday of the month April-October 8am-11am  
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There are many authors who write books about Porches. Randy Leffingwell's is arguably the most prolific and comprehensive writer of books about these cars. Hard to believe how recently it seems that he was attending Riverside Region's Porsche Time line and traveling around SoCal taking pictures of cars for inclusion in his book Porsche 60 Years! Now, we already and maybe a bit prematurely, have *PORSCHE 70 YEARS* coming to the book stores.

This review is based on a pre-publication digital draft. Some specifics may change by the time the printed book hits the shelves, but overall, this is one of those must have books for any Porscheophile.

There is an Introduction followed by thirty-six chapters, starting with the 356-1 of 1948 and concluding with a foretaste of the Mission E of 2020. Though presented in chronological order, the chapters deal with topics, and often mix models together - "Chasing the Alphabet" covers the 356A-C cars, but "New Materials" deals only with the 904. Each of these chapters is very readable and informative. Copiously illustrated and basically short, each chapter is eminently suited to the busy individual who must do

recreational reading in snatches. In comparison with most books about Porsche, there is little about Ferdinand Porsche's childhood, his work for other companies, and his WWII activities. This is a book about the company Porsche, not the

man Porsche. Typical of a Leffingwell book, the photography (by many different photographers) is outstanding and features more intimate details than most books about Porsche automobiles.

A nice touch (but possibly only in the electronic version) is that the chapter number is on upper left of left page; chapter name is on upper right of right hand page, making it easy to tell where one is in the book

when casually perusing the material. This feature is especially useful when hunting for a particular topic amongst the 36 chapters.

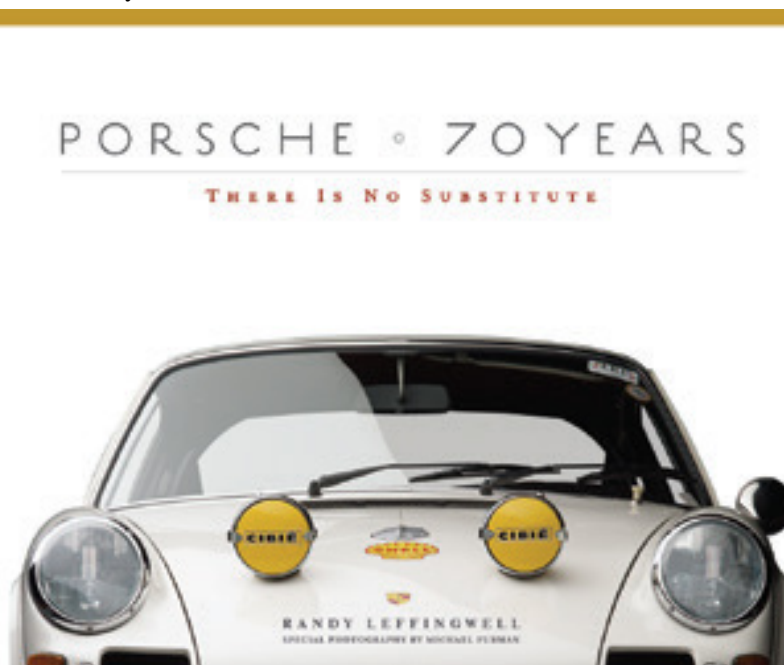
Coverage of production vehicles is most comprehensive. Though individual chapters are short, such rare production vehicles as the America Roadsters, the 916 (even the two 8 cylinder 914s for the founders of Porsche), and all the iterations of the 911 are well covered. This reviewer knows of no other book providing as comprehensive and concise a description of the entire Porsche catalog as does *PORSCHE 70 YEARS*.

Befitting a book about Porsche's history, there is extensive coverage of the race cars. The 550 and 718 Spyders, and the 917 935/6 cars are relatively well known, but unique coverage of some of the little known race cars, like the 804, is included as well. It explains why the 910 was created out of sequence, and the 904 Kangaroo cars are described, as are the differences in the fabrication techniques between the 904 and 906 plastic bodies.

This book focuses more on the engineering and the contributions of individuals than on race results, with many descriptions of (and quotations from) the individuals involved. This book tends to show the human side of the cars - the culture of their genesis, if you will.

European (or maybe just modern in appearance), the layout of the book is itself a work of art, with an illustrated table of contents!

*PORSCHE 70 YEARS* consists of 256 12 x 9-3/4 inch pages, with 200 color, 50 B/W photos. By the time you read this, the book should be available for \$60 from your favorite book seller (ask for it).



## Book Reviews for Porsche- philes . . .

### PORSCHE 70 YEARS

There is no  
substitute

*by Randy Leffingwell,  
published September 19, 2017  
by Quatro Books  
Minneapolis, MN*

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



# Full of Holes

By Pedro Bonilla,  
Pedrosgarage.com

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

Let's take a look back to the first cross-drilled rotors and why they were left full of holes.

Back in the 60s, when the first disc brakes started appearing on production vehicles and therefore on race cars, it was quickly discovered that when the brakes were applied forcefully (as in a racecar) the



brake pad material would sublime (go directly from solid to gas).



This would create a cushion of gas between the rotor and the pad that gave a brief loss-of-brakes before the pads again grabbed.

Engineers soon realized that if they cross-drilled the rotors and even better, if they vented the rotors and then cross-drilled them the gasses would immediately have a route to escape and the brakes would feel strong and progressive from the onset, hence the use of cross-drilling on racecars began.

Big cross-drilled brake rotors which fill the inside space of the wheels look sexy and racy but, are they the best option?

Since in those days it was "Win on Sunday & Sell on Monday" these cross-drilled rotors began to appear on sports and high performance cars as well. Very soon it became the norm that a sports car should have cross-drilled disc brakes and this created the idea that cross-drilled rotors offer increased breaking performance.

Today, with advances in metallurgy (rotors) and materials science (pads) there is no need for cross-drilled rotors anymore, but we keep seeing them

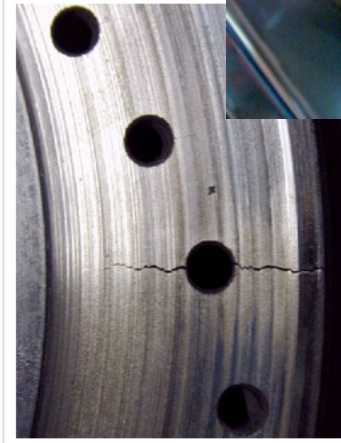
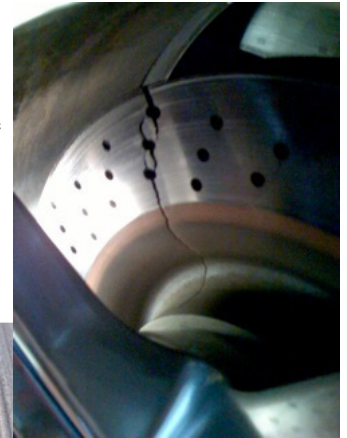
in our Porsches, Lamborghinis and Ferraris. Why? Because car buyers think they look cool.

You're thinking: "That can't be, Pedro has lost his marbles," but I can assure you that that's the case.

Take a good look at any serious professional racecar today. I bet you won't see any cross-drilled rotors and that's because they create more problems than they solve. What all those holes do in a rotor is create stress points and a rotor surface that's heated and cooled unevenly. This results in rotors that can easily crack and makes catastrophic brake failure more likely. The worst case is when cracks between multiple holes connect, which can lead to a large chunk of rotor breaking free. Not a pretty sight.

Technically, a blank rotor will offer the best braking performance because the brake pads of today don't sublime like in the old days.

But, when running



in the rain, the water on the pad's or rotor's surface will turn to vapor as soon as the two surfaces meet, having the same effect as the old sublimation, so

what you will see in most top-notch racecars today are slotted rotors.

Slotting serves the same purpose as cross-drilling (letting gasses escape) without weakening the rotor as much.

If you track your car and have cross-drilled rotors, go and look at them closely and I bet you you'll find some surface stress fractures.

And the next time you're at the track and a car comes into the paddock from doing hot laps with cross-drilled rotors, go and put your ear next to one of the front wheels and you'll likely hear metallic pings, clicks and pops as the rotor's surface cools unevenly.

Continued on page 34

NORD STERN NOVEMBER 2017



# Porsche Trivia

*answers on page 23, don't peek!*

1. Name the 911 color which was not available as standard in 1967?
  - a. Light ivory
  - b. Polo red
  - c. Bahama yellow
  - d. Aubergine
2. To compensate awkward road handling, where were cast iron/steel weights placed on SWB 911?
  - a. On either side of the engine
  - b. Nowhere, it's a myth
  - c. Inside the front overriders
  - d. Inside the front bumper
3. Which of the following did Butzi Porsche NOT design?
  - a. A commuter train
  - b. A water kettle
  - c. An electric toaster
  - d. The Porsche 356
4. Which of the following was neither designed nor built by Porsche?
  - a. A Tractor
  - b. An amphibian jeep
  - c. A motorcycle
  - d. An engine for a small plane
5. The S model was always available in America except for one year because of emission laws. Which year was that?
  - a. 1967
  - b. 1968
  - c. 1970
  - d. 1971
6. From 1968 onwards all the S models were available with a "Sportomatic" transmission, except which model?
  - a. 2.4S
  - b. 2.0S SWB
  - c. 2.0S LWB
  - d. 2.2S
7. Which of the following options was available from 1966 as "electrically operated"?
  - a. Windows
  - b. Sunroof
  - c. Rear defroster
  - d. Radio antenna
8. Which carburetors were never factory mounted on early 911s?
  - a. Weber
  - b. Solex
  - c. Del'Orto
  - d. Zenith
9. Which year did Porsche not win the Targa Florio?
  - a. 1967
  - b. 1968
  - c. 1969
  - d. 1970
  - e. Porsche won the Targa in 1967,1968,1969,1970
10. Who said "every time we race together, that little bastard tries to kill me."
  - a. Jo Bonnier on David Piper
  - b. Vic Elford on Brian Redman
  - c. Pedro Rodriguez on Jo Siffert
  - d. Jackie Ickx on Mario Andretti
11. Which of these racing prototypes never existed?
  - a. 908
  - b. 903
  - c. 907
  - d. 906
12. Which of these materials were never available on lower dashes of early 911?
  - a. Elephant hide vinyl
  - b. Basketweave vinyl
  - c. wood
  - d. Aluminum
13. Who waved the departure flag at the 1970 Le Mans?
  - a. Ferdinand Porsche
  - b. Ferry Porsche
  - c. Mrs. Louise Piech
  - d. Georges Pompidou
14. Which diameter was never available as standard on pre-74 Porsche steering wheels?
  - a. 42 cm.
  - b. 40 cm.
  - c. 38 cm.
  - d. 36 cm.
15. Which front blinker/sidelights color combination was never available on early 911s?
  - a. All orange
  - b. Some orange with a little white
  - c. Some white with a little orange
  - d. All white
  - e. All of the above were available

# Interesting Facts About Porsche

*courtesy: <https://mydriftfun.com/20-interesting-facts-porsche/>*

1. Ferdinand Porsche is the world-famous car designer, and an engineer. He was born on September 3, 1875, in the city of Mafersdorf, Austro-Hungarian Empire (today Bratislavice nad Nisou, Czech Republic). His father was a master panel-beater.

2. From the early childhood, it was obvious that young Ferdinand was technically inclined. Every citizen of Mafersdorf witnessed his talent when he built his first energy generator at the age of 15. At that day and age, the electric bulb was the most advanced piece of tech ordinary person could hope to find. Apparently, before Ferdinand had built his custom generator, only the city mayor had electricity in his house.

3. In 1900, Ferdinand, by that time an employee of the Lohner Company, created an electric car under the name of Lohner-Porsche. This vehicle became a sensation at the Paris Motor Show thanks to its ingenious design (compact electric motors were hidden under the front wheel hubs). The next morning, 25-year-old Ferdinand woke up famous. There is a reason why so many people aspire to get recognition in Paris. Overnight, this astonishing success turned unknown an engineer into the celebrated industrial designer.

4. Another curious fact from the automobile career of Ferdinand Porsche: the renowned constructor used to work as a personal driver of the Prince of Hungary and Bohemia, Archduke Franz Ferdinand.

5. Ferdinand Porsche founded his own company on March 6, 1931, in Stuttgart, Germany. Nowadays, the full name of the company is Dr. Ing. h. c. F. Porsche GmbH (German: Doktor Ingenieur honoris causa Ferdinand Porsche Aktiengesellschaft). The German company develops cars and motorcycles, as well as engines of all types.

6. In 1934, Porsche received an order from the German government to develop a simple and affordable car, which could be easily mass-produced. Just a year later, Porsche introduced the first prototype of "People's Car" (German: Volkswagen), which later became world-famous under the name of VW Beetle.

7. During the Second World War, Ferdinand Porsche and his company were involved in the development of military equipment. The most famous example is the Tiger (P) also known as "Porsche Tiger," a version of the famous German heavy tank Tiger. The German government asked two companies,

Porsche and Henschel to submit their designs for the new heavy tank. Eventually, Henschel's prototype proved to be superior. This variant was adopted for mass-production and entered European and African battlefields as a fearsome Tiger I tank. However, Porsche does not close the project, producing five of those machines in total, one of which saw an action as a command vehicle. Porsche further improved its prototype and eventually used it as a basis for the other project. The Tiger (P) chassis was later chosen to be the basis of a new German heavy tank destroyer Ferdinand, which was named after its designer Ferdinand Porsche.

8. The company's very first passenger car was developed in 1939. The Porsche 64 became the basis for all future models, despite the fact that only three of those vehicles ever left the factory.

9. Unlike most automakers, Porsche improved its technological excellence with each subsequent model. This resulted in not only enhanced comfort and usability, but also granted amazing results in racing. Typically, Porsche built two modifications of the same car model: road-legal and racing variant.

10. The Porsche 356 was launched in 1948. It was Porsche's first production automobile. This vehicle was a predecessor of the legendary sports car Porsche 911. Both cars had a similar layout, being two-door rear-wheel drive vehicles. The company provided an option to choose between a stiff or folding top for both of them. More than 76 000 of Porsches 356 were produced in total. What is mind-boggling is the fact that more than half of them have survived to the present day and still function.

11. Ferdinand Porsche passed away at the age of 75 from a heart failure in Stuttgart.

At the time of this tragic event, Ferdinand "Ferry" Anton Ernst Porsche, a son of the legendary constructor, had already been the CEO of Dr. Ing. h. c. F. Porsche GmbH for many years. After leaving the position of CEO, Ferdinand Porsche was an advisor and consultant to his son.

12. Interestingly, the German marque started to actively use its official logo only in 1952, after the brand entered the US market. Before that, the company simply used to stamp an inscription "Porsche" on the hoods of its cars.



13. The legendary Porsche 911 was introduced to the public for the first time at the International Motor Show in 1963. Curiously, the famous cars were presented under the different name, Porsche 901. However, it turned out that Peugeot reserved the rights to the model name, consisting of three digits with a zero in the middle. Therefore, the zero was changed to one and the model entered the market under the name Porsche 911.

14. For 50 years, Porsche vehicles have achieved more than 28,000 victories in different categories of speed racing! Another automobile manufacturer can only dream of such a staggering success in motorsports.

15. Throughout the entire history of Porsche, the company sold more than 3,750 national and international patents.

16. Two-thirds of all produced Porsche cars have survived to this day. Moreover, almost all of them are still operational. And that, my friends, is what we call the legendary German quality!

17. The Porsche Panamera received its name thanks to successful performances of the

Porsche team in the Carrera Panamericana race.

18. The Porsche 904 Carrera GTS 1964 is a legendary car, which is evident from its specifications. It has a height of a mere 1067 mm. It has a weight of 640 kg and power of 210 h/p, and its power-to-mass ratio is 330 h/p per ton of weight. The Porsche 904 is a truly outstanding vehicle even by today's standards. It can easily compete with modern supercars.

19. The Porsche Cayenne, the most commercially successful model of Porsche, is named after the city of Cayenne, the capital of French Guiana. In addition, Cayenne is a type of red pepper also known as the Guinea spice, cow-horn pepper, and red hot chili pepper.

20. The Porsche 911 has one of the most recognizable designs in the world of supercars. It has undergone continuous development, though the basic concept has remained little changed. Its distinctive visual style and technological excellence have remained constant for 48 years. In addition, this model is the most mass-produced luxury supercar in the world.

Answers, from page 21, Porsche Quiz (the author of the quiz readily admits the answers may not be 100% correct.

- |      |       |
|------|-------|
|      | 8. c  |
| 1. d | 9. e  |
| 2. d | 10. c |
| 3. d | 11. b |
| 4. c | 12. d |
| 5. b | 13. b |
| 6. d | 14. d |
| 7. b | 15. e |



# The Mountains Were Calling

by Danielle Badler,  
Rocky Mountain Region PCA

So here I was, again this year, at the annual Rocky Mountain Driving Experience. Two days of car-hopping and thrashing, with our base this year the legendary Stanley Hotel in Estes Park, CO, just below the entrance to Rocky Mountain National Park.

This is the premier event of the Rocky Mountain Automotive Press Assn. (RMAP.) And all it takes to play is \$50 in annual dues and documentation that you scribble automotive thoughts on some sort of regular schedule for some sort of broadcast or on-line medium or publication.

Such a deal. For that you get two days of car driving and swapping, five-star accommodations and meals. And you wonder why I keep toiling as a scribe?

Let's start with my pick for the most fun. The 2017 Corvette Grand Sport. With a Carbon package, which added almost 50% to the MSRP. But who cares.

This is what I care about. You get in and, after just a few tweaks of the seat controls, steering and mirrors . . . oh yes, the words "I can drive this very fast" come to mind.

Last year I had the same revelation in the M2 BMW. The first time I ever experienced this phenomenon was in the '80s when I sat in a Ferrari Boxer at a car show. Later I learned that, at least for me, all Ferraris are like that. Same for Porsches. Or at least the Porsche cars. Although this year neither Ferrari nor Porsche sent anything. Bummer.

The Vette didn't disappoint. I'm not a fan of the exterior styling, of all the slits and slots, regardless whether the carbon fiber is real or not. It's just too boy racer for me, too inorganic. But the good news is you don't dwell on those issues when you're behind the wheel. You just go.

Biggest surprise of the event? Actually I thought there were two surprises.

First, the new Toyota Camry. Yeah, I know. But bear with me. Until this event, the extent of my experience was with pabulum pods, bearing the Camry

name, at car rental kiosks. Here's what happened at the event.

I drove up from Denver in the Lexus GS F sedan. All 467 hp and an MSRP of \$87,000+. The thing

easily hounded some very fast cars, all along the way. Then, at the event, I got into the Camry XSE V6 with 301 hp from a 3.5 liter V6 and an MSRP in the mid 30s. Was it less than half the Lexus? No, more like 80%, or more. I couldn't believe it. I'll have to remember, next time I'm renting.

The other brain shatterer was the RAM 1500 Night Edition.

Now, as daily drivers I really don't get trucks at all. In fact, I get them even less than bloated SUVs. The worst to me is, if you're in a Porsche, or any sports car, there's just no way to see ahead or around them without hugging the left side of the lane. Which is a royal pain. And dangerous. But, at the RMAP event, a friend, who's opinions I value, kept cajoling me. He kept saying I should actually try it, really. I should go ahead, clamber up, and get in.

So I did. And I "unleashed" all 395 hp through an eight-speed transmission, working the optional air suspension, which is a rarity in this category.

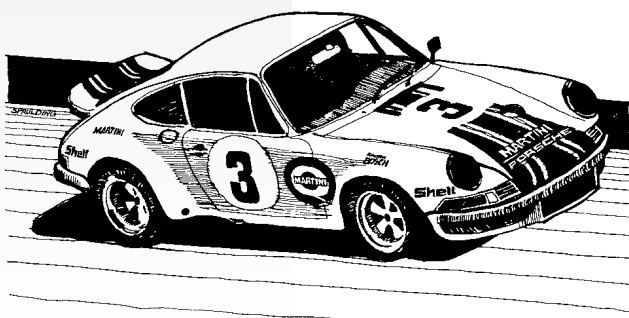
And it handled. I mean, it had a lot of "road hugging weight." It didn't "turn on rails," or whatever the modern cliché is. But it stayed planted, of a piece, with minimal bloated belching. I could actually drive it and not feel like I was steering a land yacht.

Was it that air suspension? Don't know. I mean, I could have asked someone but, let's be real, there were other cars to drive.

Like the BMW 530e. I got in, buckled up, set the mirrors, hit the start button and . . . nothing happened. I hit the start button again and . . . nothing happened. A third time . . . nothing happened.

Then, a pause and, idiot! I shocked myself into realizing the electric motor was actually on. You moron, I intoned, as I motored, silently, out of the parking lot.

Drove two AMG Mercedes. They felt great. I mean, why not? Same for the Subaru WRX STi, although it still felt as raw as last year's model, which I drove last year. The Acura TLX didn't really feel like a 3-Series replacement, but rather as a semi-viable alternative. Same for the Alfa Giulia. The Honda Civic Si was an interesting experience, especially after I told the rep I drove a VW Golf R as my daily driver. He started extolling the Type R, which sounded great. But we were in an Si, which just didn't compare, at least to me. Maybe next year . . .





As for future tech, a lot of the vehicles had lane departure warning systems, which actually intercede to move you gently back into your lane, hands off the wheel. Couple that with active cruise, and you're a long way toward techno-take-over, circa 2017.

Then there's the Jaguar F-Pace, which handled reasonably well for an SUV, oh-by-the-way. But the interesting thing about the big cat was that it came equipped with facial recognition. That's right. It recognizes you. And recognizes if you seem, say, drowsy. The vehicle can then keep itself from starting, or stop itself.

Oh, I also drove the Miata GT RF. I can report that, with the hardtop retracted and the windows up, and the cabin was very comfortable. Way to go, Mazda. And the Dodge Challenger Hellcat Widebody. Which did handle a mite better than the last two Hellcats I've driven, although these things are relative. But the best was following the beast in the Miata, top-down. What a sound track.

There you have it. The host hotel was the model for Stephen King's *The Shining*. But nobody reported anything psychotropic. That was a good thing.

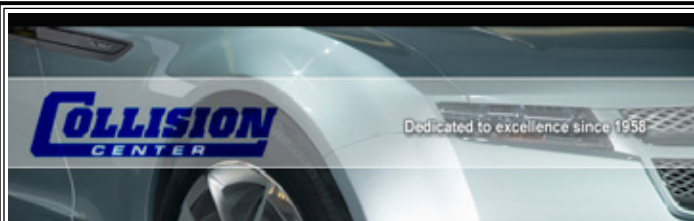
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MAINTENANCE • RESTORATION • PERFORMANCE







## 2017 North Shore Fall Color Tour

*photos by Christie Boeder*



Above photos are from the Friday evening social - John Dixon's 'last speech' thanked the many volunteers over the years who contributed to the wonderful 25 year run of 'FCT's'! Right are photos from the the parking lot in Grand Marais and at the Gunflint Lodge where we enjoyed a very yummy buffet lunch. So glad we were able to attend this 'last fall color tour'! However, I know many members are already looking forward to the Duluth iteration! See you there . . .







## All the Clouds . . .

*continued from page 13*

our enthusiasm for the marque. White glove judging is fine, but these cars are meant to be driven! Jason enjoyed the show with his wife and two daughters, and was last seen after receiving his blue ribbon at the presentation site. Caren Cooper, Vu Nguyen, and Manny

Quail, as it was a bit too exclusive for us at \$300 a ticket. Parking was abundant as it was located on one of the fairways near the clubhouse. I made a mental note to refrain from any FWD burnouts for our departure.

Concorso, like Wheels of Italy here, features anything Italian: Ferrari, Maserati, Lamborghini, Alfa, Fiat, Ducati, etc. Lots

one particular person who was receiving some nice attention from the fans. It turned out to be Valentino Balboni, the legendary Lamborghini test driver. He was introduced later at the reviewing stand and had some humorous anecdotes to share about his time with the company.

On to the Ferrari area, every significant model you could think of was represented, but the difference was that I don't remember seeing any race cars. Not that they don't have the history like Porsche, it just wasn't there. Multiple F40s, the already obsolete F12tdf, lots to see. In the Wretched Excess category, there was a 512 BBi that really stood out. The front and rear shells were open, revealing all the polished alloy pieces and the red crackle-finish intakes. The over-the-top element was the carbon fiber inner fender liners at all corners. I don't think there was much if any carbon fiber in use in the early 80's, but I guess you can retrofit just about anything.

At the other end of the scale was a 1960 Lancia Appia sedan, light blue over, what



**Werks: Glimpse of the showfield**

Alban from National were all there of course to run the show.

Across the field, I did glimpse at one point the One Millionth 911, and Porsche also brought an example of the new 911 Turbo S Exclusive Edition, in case a standard Turbo S doesn't totally one-up your crew. Carbon fiber wheels, carbon fiber interior trim with integrated copper trim, it's over the top but will no doubt sell out quickly. Also over the top, sponsor Michelin brought three of Jeff Zwart's Pikes Peak cars, including his 2013-2015 GT3. This one has the powertrain of a 997 GT2 RS for a little extra oomph on the mountain. Zwart must have a yaw control chip embedded in his brain to control this one!

Corral de Tierra was a great site for the event, lots of room for the cars, a great group of enthusiastic people, a PCA merch area, and some nice concessions. With Parade, Treffen, and Werks, there are certainly some fine ways for a national PCA experience.

Saturday we went to the dark side and attended Concorso Italiano at the Black Horse Golf Course. We passed on The

of "Rossa" stuff. We first encountered the Lambo section, in all its glory. I'll admit,



**Werks: Sauter Roadster, six race winner too!**

I've never driven one and I'm sure they can be fine automobiles, but there is an aura of "hey, look at me!" attached. Maybe that's just my inner Porsche underdog bubbling to the surface. Among these cars we noticed

else, red leather. This one featured a pillarless roof line and rear suicide doors. Specs: 1.1l V4, 48hp, one of 150 imported by our friends

*Continued on page 31*



# Nord Stern Annual Holiday Party!

Saturday, February 3, 2018

Location: Mill City Museum!

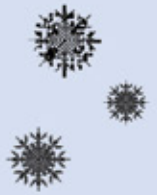
Time: 6:30 p.m.

Cost: \$65, per person

Menu and details TBA



Join us as we celebrate another great year of driving, competition, shows, tours, dinners, and all things Porsche!





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

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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](http://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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*Werks: '73 RS T interior, rally touches*

## All the Clouds . . .

*continued from page 28*

at Hoffman Motors, NYC. Shown by Mr. and Mrs. Corbeletta of Mountain View, it had a good story. Mr. Corbeletta was a police officer, and noticed the car in an empty lot while on patrol. Over time, he circled back to see it again a few times. Using his PD and DMV contacts, he contacted the owner and made the purchase. Fully restored, it looked great and was rarer than most cars on the show field, and reminded me that we should all follow our enthusiasm wherever it leads us and just have fun.

Concorso had a nice reviewing stand with bleachers, and was emceed by Keith Martin of Sports Car Market and "What's my Car Worth?" Gayle and I took a seat for a while and saw Ferrari Dino, 288 GTO, and 250 Testa Rossa models come across. Martin chatted with each driver a bit to get the car's history and make time for the photographers. Nice. I have to say, the 250 TR was just plain

beautiful, but we saw it later after leaving, broken down by the side of the road. The owner must have missed the scheduled "Italian Tune-up".

of our time in the paddock, and half between the Corkscrew and the stands at Corner Four. Lots to see, including a Carrera Abarth GTL, many 356, 911, RSR, 934, and 935 models.



*Werks: Smith's class winner, PCA photo*

Sunday it was off to the races at Mazda Raceway Laguna Seca. We were lucky in that our accommodations were in Pacific Grove, so everything was within a short drive.

Laguna was celebrating their Sixtieth Anniversary this year, and had a nice retrospective of significant winners displayed. Just like Road America, the first race was won by a Ferrari, and there have been many Porsche victories, as evidenced by Al Holbert's Lowenbrau Special.

The Saturday races are actually better in my mind, but Concorso precluded being there, so Sunday it was. I think we spent about half

Jaguar was the featured marque, but you couldn't prove it by me.

A little name-dropping. A Mark Pladson was entered in a Morgan 4/4. Was that Nord Stern's Mark Pladson, he of the Ruf Turbo? Pretty sure. One of our Loonacy competitors from Colorado, Alan Benjamin, had two cars entered, a 3.0 RSR for himself, and a '68 911 T/R for Patrick Long. Well, we know Patrick likes luftgekühlt! After three solid days of various motorsport activities, it was off to a final evening in Monterey and leisurely back up the coast on Monday for our return home the next day. Start planning for next year!

California dreamin', on such a winter's day . . .

As this article hits the website and the print copy in your mailbox, the cold weather will have likely arrived. The snow blower will be getting more attention than the Porsche and the coolant will become antifreeze. What to do? Plan for next year!

Suggestion: Porsche Rennsport Reunion VI, September 27-30, 2018 at Laguna Seca!



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*Continued on page 38*

# October 2017 Business Meeting Minutes

*by Betsey Porter, Secretary*

The October Nord Stern business meeting was called to order at 7 p.m. at the new location: James Ballentine VFW Post 246\*, 2916 Lyndale Ave. S (good food, too!). FREE Parking is located behind the post.

## **President – Ryan McGee**

Ryan and Lara went to the Ashville Treffin and it was a lot of fun, very well-organized. 2018 might conflict with Final Fling, will conflict with Rennsport Reunion. Also went to the 25th Annual Fall Color Tour, also a wonderful event. Going forward a Fall Color Tour will be run by Jim Holton out of Duluth, traveling on Saturday to Bayfield, WI and Madeline Island.

## **Vice President – Lara Dant**

No update

## **Treasurer – Jeff Bluhm**

Via email, Jim will forward financials to Ryan in the next few days.

## **Advertising – Lara Dant/Cathy Peronovic**

A few new advertisers have signed up:

- Akin Footwear, Nic Echiverri
- Josh Hway, Dynamic Photoworks
- Dan Bodine

## **All Porsche Show – Phil Saari and Mark Koegler**

No report

## **Autocross – Andy Golfis**

We brought in a few members at the June event. Had an issue with printing the run times. We need to get clarification on the rules between SCCA and PCA. Can we call this a DT?

## **Board of Directors**

Ryan has offered to serve two terms. We would probably need a bylaws update. Voting procedures also require a bylaws updating. Dave Anderson and Paul Ingebritsen will look at the bylaws for the November meeting.

## **Charity – Mark Kriesch**

No report

Charity calendar is going to be GREAT. Charity auction at Club Talk raised over \$12K. Thanks to Christie Boeder and Doreen Ingebritsen for their help!

## **Club Race – Dave Sorenson**

Via email, no update

## **Driver Education – Steve Meydell**

Via email, Steve reports we had a good season

We need to find the current Incident Report Form online and start using (2017?).

## **DE Registrar – Dave Anderson**

Final Fling is in the books, we broke even for the event. Will transfer funds to Jeff

## **Driver's Training – Jim Bahner**

We acquired new instructors at the Final Fling clinic. Will probably continue to do clinics more often to get everyone on the same page. Jim will come up with some instructor guidelines. Dave indicated we could come up with our own instructor program. Dave will create an instructor email group.

## **Fall Color Tour – John Dixon**

New chair will be working on plans for 2018, Jim Holton of Duluth has been organizing the events.

## **Historic Archivist – Kim Fritze**

No report

## **Insurance – Dan Perinovic**

Via email, no update

## **Membership – Ed Vazquez**

No report

## **Met Council – Bob Kosky**

No report

## **Newsletter – Christie Boeder**

October was sent late, but is available online.

## **Octoberfest – Paul Bergquist, Mercedes Benz Club**

No report

## **Rally and Drives – Open position**

n/a

## **Safety – Paul Ingebritsen**

Thanks to Lara for filling in at Final Fling while Paul was in Florida. The new ambulance safety people asked for feedback on their first year. Dave and Paul will send them a report. Do we need to update our tech form to look at water-cooled issues? Coolant pipe security, also automated braking systems, Boxster convertible issues. Paul will talk to a few shops to get advice, send out notices and write an article. Paul would like to find an assistant or Co-Chair for Safety. Please let him know if you know anyone who is interested.

*Continued on page 34*





**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**

## Minutes . . .

*continued from page 32*

### Social Media – Betsey Porter

No problems over the summer

Should we cull non-members from Club Talk? We will send out a notification and try to clean up the list and assign emails to members in our database to better keep track. Dave, Betsey and Christie will work on this task. Dave will also automatically add new members to Club Talk with an option to opt-out.

### Shop and Tech relations – Roger Johnson

No report

3M event was really great, per Andy. He won an awesome door prize too!

### Touring – Randy Walker

No report

### Track Relations – Jim Bahner

No dates for 2018 yet

### Webmaster – Dave Anderson/Christie Boeder

Dave and Christie have a meeting scheduled to talk about what to include on the new site.

### OLD BUSINESS

No old business to report.

### NEW BUSINESS

#### Holiday Party

Christie and Michele Johnson looking at spaces and dates. Leaning towards Mill City Museum, either Jan 20 or Jan 27, 2018. Also working out final cost based on estimated attendance.

Will schedule a BOD Meeting in January. Ryan will make a decision on a date and Dave will make a reservation.

#### Driving Tours

We will have new guidelines for 2018, per PCA. Will have to have a lead car and a trailing car per every 15 drivers.

We will need to have radios for this as well. Lara suggests purchasing eight radios. Dave and Lara will investigate.

Meeting adjourned at 8:30 p.m.

## Pedro . . .

*continued from page 20*

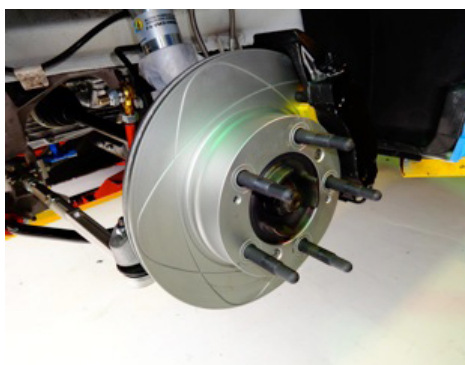


What you were hearing is in essence cracks forming!

Cross-drilled rotors may look cool, but they're not the best option because . . . they're full of holes!



Happy Porsch'ing, Pedro



## Window Regulator . . . A Time-consuming DIY

*by Brian Lewis*

Just a write up on the Cayenne window regulator replacement as an FYI that may help someone else out. As stated in my original clubtalk question, my driver's door window regulator broke without any warning a few weeks ago.

I am an avid DIY guy and have replaced regulators on several cars which aren't really very hard. I was, however, perplexed after removing the door panel as I was expecting to see the semi-transparent vapor barrier with the sticky edging on it and the regulator bolted to the door.

Instead . . . I was presented with a hard plastic panel with a myriad of wires running through and over it.

After researching the Internet and finding vague information discussing removing the door from the car and outer door handle removal, I was a little concerned. (I did not need to remove the outer door handle or the door from the car).

I slowly experimented with moving/jiggling, pulling every component in order to extricate the panel and window from the door frame.

Since my window regulator metal wire was wrapped up in the regulator gear, I could not get the window into the precise position if 4" rolled down, to back the window clamps off in the slotted holes hidden behind the popout rubber stoppers.

All in all it took me two days to figure out how to get everything apart (I could do it again in about 4 hours now that I know what to look for). The replacement part which consists of the entire door panel with an integrated/molded in regulator runs about \$120 from Porsche.

I didn't shoot video of the steps, but if anyone wants to tackle their regulator project, I can list out the steps in an email to the group. It wasn't rocket science, but it was a time consuming DIY project!

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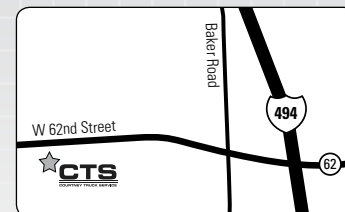
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*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.*

## **Bridgestone Blizzak LM-60 Tires**

Front 225/40 R18 88H, Rear 265,35 R18XL 97H. BBS CH-R11 Wheels – Gloss Black w/silver ring; Front 18 x 8 50mm, Rear 18x10 65mm. Newly refurbished wheels, tires used one winter. Excellent Condition, Traded in my 996 for a 997. Would like \$800 reasonable offers will be considered. Gary Fahl, garyfahl@msn.com or 320.368.0583.

## **18" Porsche Cayenne S wheels**

Set of four, with winter Pirelli Scorpion ice and snow tires, used one season, size 255/55 18". The wheels have Porsche emblem center crest. \$1,500. Call George 651-402-5654.

## **Wheels and tires for 997**

Purchased as set from Carousel in December 2009 for a C4S of that year, these have been mounted twice and run less than 4000 miles. The car is gone and now they collect dust in my garage. The tires are Pirelli Sottozero 295/30R19 and 2235/35 R19. The wheels are alloy but not OEM. They are 19 x 11 and 19 x 8.5. I believe they are from TireRack: "Sport Edition Cup 4" with OEM center crests. After two years of mounting these winter wheels, i stopped the swapping as I always had a winter SUV to drive. The wheels are in good condition. \$500 for the set. You pick up. muldo003@umn.edu

## **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, koalatl@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, Gutted 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.

# TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2017



DATE

EVENT

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LOCATION

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AUTOCROSS - MOWOG 7

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Oct 15

AUTOCROSS - MOWOG 8

MAC

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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

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\* - Joint Nord Stern Autocross events!

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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)

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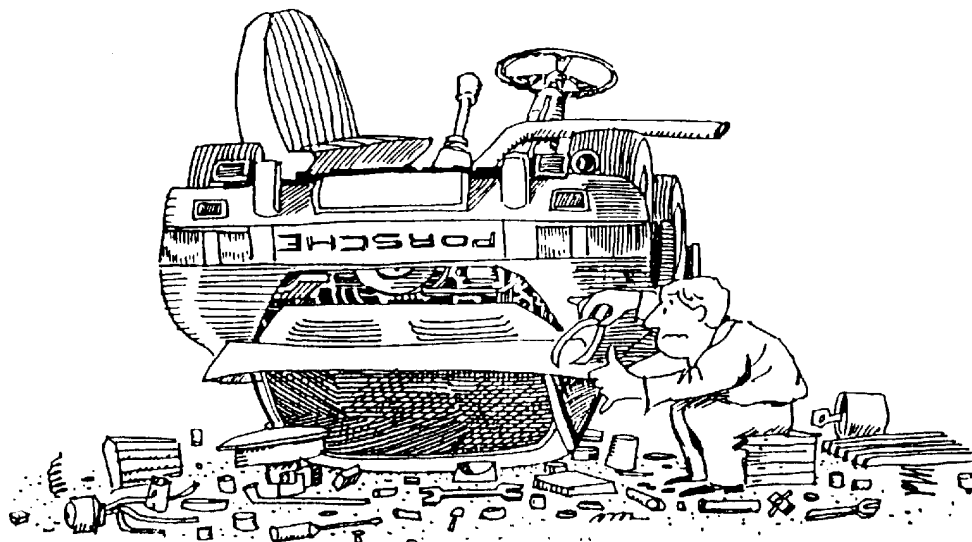
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WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN







Clockwise, Concorso: The inviting showfield at Black Horse, Laguna: Alan Benjamin's 911, pro driven (#68), Laguna: More Porsches than Mazdas even, Laguna: A little Abarth influence, Concorso NS-1, 512 BBi presented well, Laguna: Barbour and Newman had help and Concorso: Appia offers comfort and style at 48hp

Unless noted otherwise, all photos by Jim Southwell



## Random Porsche Photos . . .

Left: a fun photo of my son with our previous Porsche, a 1976 911 Targa owned when we lived in Hawaii . . . I'm trying to raise the next generation of the Porsche Family!

by Brandon Olson

(editor's note: I think you are doing it right!)





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