



Nord Stern Region PCA

March 2018



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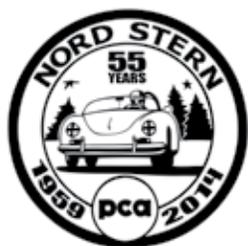
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N O R D S T E R N



PORSCHE

M A R C H 2 0 1 8

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

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

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

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

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Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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



Cover:

A different look - Roger Finke's 2017 Porsche 991.2 Turbo-S in jet-black metallic.

Looks fast just sitting there...

©ThoenPhoto.com

More information on page 38

Nord Stern Region PCA
March 2018

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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 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

9145 Breckenridge Lane
Eden Prairie, MN 55347

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**

2018 Nord Stern Officers and Committee Chairs

President Lara Dant 2645 Lyndale Ave S Minneapolis, MN 55408	president@nordstern.org	Historic Archivist Kim Fritze	archivist@nordstern.org
Vice President OPEN	vicepresident@nordstern.org	Insurance Dan Perinovic	insurance@nordstern.org
Secretary Betsey Porter	secretary@nordstern.org	Membership Ed Vazquez Betsey Porter	membership@nordstern.org 612.720.0760
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All Porsche Show Phil Saari Mark Koegler	porscheshow@nordstern.org	Newsletter Christie Boeder	newsletter@nordstern.org
Advertising Lara Dant	advertising@nordstern.org	Oktoberfest/AutoLieben Event Paul Bergquist	952.937.1822 Mercedes Benz Club
Autocross Andy Golfis	autocross@nordstern.org agolfis@gmail.com	Rally and Drives YOUR NAME HERE!	rally@nordstern.org
Board of Directors Paul Ingebritsen Mike Sabers Ryan McGee	board@nordstern.org	Safety Paul Ingebritsen Keith Erickson	safety@nordstern.org
Charity Fundraiser Mark Kriesch	charity@nordstern.org	Social Media Betsey Porter	socialmedia@nordstern.org
Club Race Dave Sorenson	clubrace@nordstern.org	Tech & Shop Relations Roger Johnson	techsessions@nordstern.org
Driver Education Open Position!	de@nordstern.org	Touring Randy Walker	touring@nordstern.org 715.441.6084
DE Registrar Dave Anderson	registrar@nordstern.org	Track Relations - BIR and RA Jim Bahner	trackrelations@nordstern.org
Driver Training Jim Bahner	dt@nordstern.org	Webmaster	webmaster@nordstern.org
Fall Color Tour Jim Holton	fallcolor@nordstern.org	Zone 10 Rep: Julie Bailey	229 S Westfield St Wichita, KS 67209 racylacy944@yahoo.com 316.655.4058



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!



Darrell Crandall

Medina, MN
1989 Red 944 S2

Dwayne Dixon

Woodbury, MN
2013 Basalt Black Panamera 4

Martin Euerle

Robbinsdale, MN
1986 Red 944 Turbo

Dale Hoefert

Clinton, MN
2006 Black 911 Carrera

Michael Ko

Mahtomedi, MN
2008 Silver 911 Carrera 4S

Michael Rattigan

Eagan, MN
2004 Blue 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-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!).

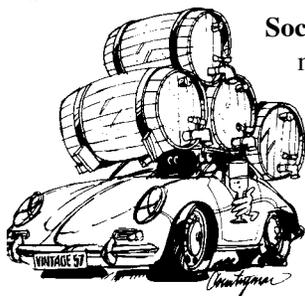
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted 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 Lara Dant, '87 Zermatt Silver 924S, '83 Schieferblau Metallic 928S



First off, I would like to say thank you to Michele Johnson and Christie Boeder for all of their hard work getting the holiday party organized. As usual, they did a wonderful job, and the party was a success. Mill City Museum was a lovely venue, and D'Amico Catering provided us with delicious food. Of course it also didn't hurt to be surrounded by my fellow Porsche enthusiasts either! It was great to see everyone that could make it out.

March is a tough month here for car enthusiasts who call the frozen tundra home. We get a few nice days, but it's still a little chilly for a drive with the sunroof open. I admit it, I spend winter afternoons daydreaming about the track, and get a little jealous of our members that get to take their toys to warmer climates. But we are getting close! We have almost made it through! By the time you read this, First Fling will be on the horizon. Our first track days this year are April 27-29 at Brainerd International Raceway. Are you ready? If you are, hop over to clubregistration.net and get signed up. Are you new to the whole track experience? This is the perfect time to get started. Friday the 27th of April, we will have instructors available. You will get a full day of one on one instruction in your car. How cool is that? If you don't want to track your car, but still want to

see what all the excitement is about, feel free to come to the track just to spectate. Admission is free, and it's fun just to hang out. If you're looking for something little closer to home, our friends at MAC will be putting on a novice autocross school April 22 and June 3 at Dakota County Technical College. Ryan and I attended this school a few years ago, and it was well worth it. You will be surprised how much you can learn about handling your car at these classes.

Speaking of hanging out, we have three member socials coming up very quickly, so mark your calendars now. April 14 at Auto Edge. April 21 at Imola, and April 22 in Rochester. These are great events, and you'll have an opportunity to meet other club members, and find out what we do. If you have any questions on what a day at the track is like, or are curious on how one prepares for the track, this is the place to find out.

And don't forget our monthly business meeting the first Tuesday of the month. See you soon!

– Lara Dant, President

Advertiser Directory

311RS	37
Auto Edge	BC
Bill Wolfson, Commercial Real Estate	14
Bursch Travel	33
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	30
Collision Center, Inc.	25
Courtney Truck Service	22
Dan Perinovic, State Farm Insurance	31
Dynamic Photowerks	25
Further Performance	25
Imola Motorsports	IC
Merrill Lynch, Peter Vickery	34
Nurburgring, Inc., Rick Moe	34
Porsche of Minneapolis	IC
Porsche of St. Paul	IC
Raymond Autobody	22

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

Nord Stern would like to welcome a new advertiser in our newsletter, **311RS, LLC**. Those of us who have spent some time up in Brainerd at the track have noted the 311RS presence on a number of cars. Now we all get to figure out WHO they are, especially for someone as shy as me who has been too chicken to just stop and chat a bit with those Porsches. Yes, I can be shy, although that's NOT what I like to acknowledge as a personal trait that I want to keep - quite the contrary. But I digress, here's the story!

“What is 311RS?” We are asked this question time to time, and as the latest in a long line of great Nord Stern sponsors, we are thrilled with the opportunity to provide the members of Nord Stern with an answer.

Improving people's lives one Porsche at a time is more than a tagline from our ad (page #37), it is the core philosophy that has inspired us since 2011. Our team brings decades of knowledge, experience, and love for the Porsche brand to the table to deliver an elevated experience with tangible return on investment for each one our clients. Located in Orono, MN, our modest 2,900 sq/ft facility has been maximized for efficiency, equipped to perform a number of services ranging from brake upgrades and chassis alignments to Xpel clear bra install and concours-level detailing.

While you're most-likely to find us at the track - we launched the 311RS paddock at BIR in 2017 (pic),

our services reach beyond track preparation. Being the sticklers for period correct details we may annoy some, however it serves our clients best interests in the hunt for their ideal Porsche(s). We're at your service with valuable experience throughout the process of Porsche ownership - acquisition, preservation, preparation, track support, and if you must, marketing the car for sale.

Recently we completed a three year development program with seven (7) different Porsche platforms taking us across the US from 2015-2017. Combined, we logged more than 100,000 road & track miles while visiting more than a dozen tracks in the process. The program produced our signature “track developed, street prepared” setups for nearly every generation of Porsche 911. These setups feature components from our technical partners and range from mild to wild in the form of our Driver, Clubsport, and Clubrace packages. Each setup is designed to retain road civility and a certain amount of originality while delivering improved driving experience and increased value.

Here at 311RS we emphasize the “driver mod” with equal importance to those performed to the car. Our Driver Development program typically begins with Nord Stern's Driver Training and Driver Education programs at BIR. These events have become a great asset to our program, providing our drivers with the wealth of knowledge and skills

necessary for a successful future on track. Equipped with a platform dialed-in by 311RS, our drivers learn the importance of feedback, smoothness, and how they relate to the overall balance of their Porsche.

It all comes down to the experience behind the wheel for us. It's what drives us at 311RS to share our experience with as many Porsche owners as we can. If you see us at BIR, MN C&C, or otherwise, please take a moment to say hello. We'd be happy to go over all of the



lovely details and discuss a program for you. Those on social media can join us on Instagram and Facebook - @311RS.

Oh yea, we were supposed to answer that question.

What is 311RS? Our founder, Ryan Gates, has raced with the number 311 since the age of 9, and RS is short for rennsport, or motorsport, in German!

MARCH**2018 SEPTEMBER****2018**

- 6 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:00 p.m., Meeting 7 p.m.
Location: James Ballentine VFW, 2916 Lyndale Ave. S.
All Members are Welcome to attend

APRIL**2018**

- 3 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:00 p.m., Meeting 7 p.m.
Location: James Ballentine VFW, 2916 Lyndale Ave. S.
All Members are Welcome to attend

- 14 Nord Stern's All Membership Social - see Pg. 11**
9:30 a.m. Registration
Auto Edge, Mahtomedi
11:30 p.m. Lunch; 12 p.m. Tech Session

- 21 Nord Stern's All Membership Social- see Pg. 11**
Location: Imola, 11 a.m. - 2 p.m.

- 22 Nord Stern's All Membership Social- see Pg. 11**
Time: Noon, Werkstatt, Rochester, See Pg.

- 25-29 PCA's Treffen Tamaya (Albuquerque, New Mexico)**

- 27 Nord Stern First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jim Bahner, Registration: clubregistration.net

- 28-29 Nord Stern First Fling Driver Ed**
Brainerd International Raceway
Eventmaster: TBA, Registration: clubregistration.net

MAY**2018**

- 1 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:00 p.m., Meeting 7 p.m.
Location: James Ballentine VFW, 2916 Lyndale Ave. S.
All Members are Welcome to attend

JUNE**2018**

- 24 Nord Stern Annual All Porsche Show**
Location: Roseville Central Park

JULY**2018**

- 7-8 Ralleye De Valleje**
See Page 37 for Details

- 27-29 Nord Stern Club Race and Driver Education**
Brainerd International Raceway
Eventmaster: Jim Bahner, Registration: clubregistration.net

- 29 Auto Lieben Car Show**
Location: Afton Alps grounds

AUGUST**2017**

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

- 3 Rochester Labor Day Picnic and BBQ**
Location: Brian and Gina O'Neil's home
Questions: Jeff Boehm, jeffandbj@gmail.com

- 15 2018 Oktoberfest**
Location: Automotorplex in Medina, Details TBA

- 12-16 PCA's Treffen Banff (Alberta, Canada)**

- 28-30 Nord Stern Fall Color Tour - Duluth**
Headquarters: Pier B - See page 31 for DETAILS

OCTOBER**2018**

- 5 Nord Stern Fall Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jim Bahner, Registration: clubregistration.net

- 6-7 Nord Stern Fall Fling Driver Ed**
Brainerd International Raceway
Eventmaster: TBA, Registration: clubregistration.net

- 14 Bark & Beer Tour**
Questions: Jeff Boehm, jeffandbj@gmail.com

Car Events of Interest:

MAC : April 22 - NOVICE DRIVER'S SCHOOL #1 @ DCTC

MAC : July 3 - NOVICE DRIVER'S SCHOOL #2 @ DCTC

"THIRD THURSDAYS" OF EACH MONTH

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

Utepils Brewing, 225 Thomas Ave No. Mpls, 55405
utepilsbrewing.comSite of the old Glenwood Englewood Water Co. on near Further
Performance Motors (Nord Stern Advertiser!)**MN CARS AND COFFEE**Canterbury Park, 1100 Canterbury Rd. Shakopee
www.mncandc.com

First Saturday, April through October, 8 a.m. - 1 p.m.

CARS AND CAVES - Note: No April dateA monthly car show and garage open house held at the
Chanhassen Autoplex from 8 a.m. - Noon
May 5, June 2, July 7, August 4, Sept 1, October 6

***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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 Sales@racesuitrental.com



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SA2015 Helmets and accessories



901 Concord St N. South St. Paul MN 55075



Luis Fraguada

Director of Operations

Bus: 763.550.0043

Fax: 763.498.7710

Cell: 612.275.7617

luis@gatesgeneralcontractors.com

Restore | Create | Renovate

Current Car Number Assignments 2017			Car #	LName	FName														
			43	Finke	Rodger	126	Majkrzak	Alex	665	Neal	F. Scott								
			44	Roman	Clifford	129	Lee	Victor	719	Schumacher	Mark								
			45	Yee	Gary	130	Moe	Richard	727	Colliton	Brett								
			46	Viau	Robert	131	Kileen	Tom	756	Powless	Stephen								
			48	Merriman	Ben	134	Yerigan	Bruce	762	Unterseher	Reed								
			49	Hoke	Michael	136	Brown	Jason	775	Tan	Kevin								
			50	Larson	Glen	138	Hall	Loran	777	Jones	Matthew								
			51	Hoeglund	Cory	140	Ingebrigtsen	Paul	814	Warford, Jr	John								
			52	Gustafson	Marcus	146	Viau	Bob, Jr.	816	Bjornson	Brad								
			54	Link	Lance	167	Porter	Betsey	819	Fritze	Keith								
3	Boeder	Bruce	57	Sabers	Michael	168	Oudin	Tim	824	Puffer	Peter								
03	Philbrick	Ian	58	Benson	James	171	Sabers	Steven	824	Spielman	Cindy								
4	Billingsley	Dave	61	Courtney	Mike	176	Haaland	Neal	865	Larson	Glen								
004	Neal	Scott	63	Southwell	Jim	186	Russell	Bill	888	Turkbas	Jay								
6	Anderson	Keith	67	Porter	Charles	188	Carideo	Tony	920	Powless	Stephen								
7	Windfeldt	Greg	68	Linsmayer	Nick	191	Connors	Timothy	935	Andreasen	Karl								
07	Wolfson	Bill	69	Hull	John	195	Johnson	Ron	951	Fitz	Kevin								
9	Leslie	Jim	71	Wen	Jonathan	200	Reader	Nathan	964	Voges	Hal								
10	Moe	Richard	73	Shannon	Charles	211	Majkrzak	Jeff	981	Monson	Michael								
11	Seubert	Jim	75	Davis	Jeff	215	Sabers	Michael	990	Fraguada, Sr	Luis								
12	Kirvida	Kevin	76	Vasilakes	Lloyd	217	John	Michael	991	Gates	Bruce								
13	Smith	Chip	77	Erickson	Ben	240	O'Brien	James	996	Tusler	Lon								
14	VeLure	John	78	Fahden	Shea	241	Lewis	Brian	997	Donofrio	John								
15	Thai	Paul	82	Bailey	Bret	263	Schellhorn	John	999	Cliby	William								
16	Arhart	James	86	Russell	Tom	268	Tan	Ed											
17	McGee	Ryan	87	Solberg	Jake	277	Robideau	Harvey	Retired										
18	Wubbe	Hans	88	LaVerdiere	Rick	295	Ingebrigtsen	Paul	1	Binek	Paul								
19	Gates	Jackie	94	Tusler	Lon	303	Ivey	Shannon	56	Henneberger	Roy								
20	Vandekieft	David	95	Martinson	Daniel	311	Gates	Ryan											
21	Pfister	Teresa	96	Tusler	Lon	311	Sorenson	David											
23	Kirvida	Drew	98	Eigenmann	Pius	316	Wikstrom	Erik											
24	Clark	Matt	99	Twite	Tylar	344	Lillegaard	Jim											
25	Bahner	James	101	Ryan	John	357	Steingas	Mark											
27	Erickson	Keith	102	Anderson	Douglas	370	Roman	Shelly											
28	Blackburn	John	103	Sherwin	Daniel	409	Steinberg	Michael											
30	Johnson	Vaughn	104	Anderson	David	411	Fraguada, Sr	Luis											
31	Newman	David	109	Alvero	Gumer	417	Johnston	Matt											
32	Corcoran	Bill	110	Hanson	Brian	425	Blackburn	John											
33	Onnen	Karine	111	Connors	Tim	464	McGovern	Keith											
34	Weiner	Alan	112	Becker	Isaac	491	Hoke	Kaitlyn											
37	Greene	Jerry	113	Stewart	Michael	510	Kelm	Wayne											
38	Elasky	James	114	Nelson	Mike	511	Muldowney	Daniel											
39	Rebane	John	119	Boyd	John	591	Fuchs	Josiah											
40	Gates	Aaron	125	Mahlum	Wally	660	Fritze	Keith											

Nord Stern Membership Socials!

Auto Edge
Racing



April 14, 2018
Saturday

9:30 a.m. Registration,
Coffee & Donuts
10-11:15 a.m. Introduction
of Officers and
Presentations Event Chairs

11:30- 12:00 Pizza Lunch
12 - 1 p.m. Tech Session

Auto Edge
900 Wildwood Rd.
Mahtomedi
651.777.6924

April 21, 2018
Saturday

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

Imola Motorsports
2980 Empire Lane
Plymouth, MN 55418

763.205.2561

April 22, 2018
Sunday

Noon
Pizza Lund

Social, Driver Ed Tech
and Information!

Werkstatt
533 6th Ave NW
Rochester, MN 55901

werkstatt533.com

So, What DO we do as Nord Sterners?

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



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

All Nord Sterners Welcome: new, old, young, or just curious, join us

Fall Color Tour 2017 - Reminiscences from 'The Last One'

by Roger Grimm, '84 911 and '68 911

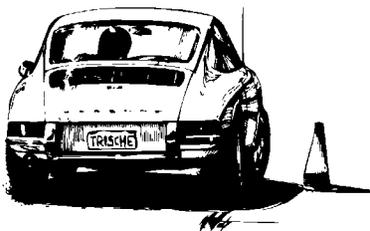


Carol (Roger's late wife) had always wanted to take the '68 to Nord Stern's annual Fall Color Tour. While she would miss the experience, when I learned the 2017 could be the last on the North Shore I decided to check it off the list (and really, who wouldn't want to drive a 50-year-old car 800 miles in one weekend?!). The other check off was to stop and fuel up at the historic, Frank Lloyd Wright designed gas station in Cloquet, Minn. While it's in need of some upkeep like many small-town gas stations, it's remarkable that it was ever built in Cloquet of all places, and it's still intact.

So here are two photos; one of the station with its signature cantilevered pump canopy (Wright's original design was to drop the filler hoses from the cantilever . . . government officials thought pumping gasoline through a building wasn't the best of ideas). The other is from the group's stop just before Gunflint Lodge (Editor's note: our drive destination and lunch spot, where we all enjoyed an excellent buffet lunch along with gorgeous sunny weather along with a hike up to the High Cliffs for those of us attracted to the more adventurous options!).

SINGING LESSONS FOR YOUR CAR

by Andy Golfis, '94 968



If winter is getting to you, you are not alone. I'm guessing that you have forgotten ALL of those wonderful sounds of spring – like starting up your Porsche up for the first time and hearing it wake up and come to life again. Well maybe that's a little too dramatic, but come on, is there anything sweeter to the ears of a Nord Stern member that has been waiting for the weather forecaster to predict a warming trend that is longer than 24 hour?? The answer is no of course, and if you are like me, you think your Porsche sounds better than anyone else's air, liquid-cooled, old or new.

The only thing sweeter sounding is the sound it makes when you are driving it and if you are like me, you like to think that you drive like Patrick Long at Sebring. Unfortunately as my wife pointed out to me I am NOT Patrick Long. So, what can you do to improve your driving ability and make your car sing like it was meant to? You can sign up for the Minnesota Autosports Club MAC Novice Driving Class!

This summer there will be 2, two-day classes. The first day will be a half day classroom session at Dunwoody Institute followed by a full day of driving at the Dakota County Technical College aka DCTC. The first class will be held **April 21 and 22**, and the second will be **June 2 and 3, 2018**. To register, go to Motorsportreg.com.

The class is designed to give you instructions in basic car handling and performance which includes 'singing lessons' for your car. Even if your wife or husband doesn't think you are as good as Patrick Long, at least you can sound like him - if you have selective hearing like me. See you there . . .

Car# Assignments . . . And How To Request A Change

by Dave Anderson, Registrar, updated March 2018, '89 944T

The 2018 DE track season is fast approaching and it's time, once again, to open the car number registration period. Car numbers are used at our Brainerd (BIR) track events to help with identification. As your Registrar, I make every attempt to ensure that event car numbers are unique within the Run Group sessions; including those 2nd day late afternoon sessions when we combine groups. You can help by ensuring that you get a number assigned to your car. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

Please help to keep the car number assignments up to date by reviewing the published list. If you have an existing number that isn't assigned to you, but you've used it

at a track event in the past three (3) years, let me know. On the other hand, if you see your name associated with a car number you're no longer using, let me know that as well.

If you'd like to request one or change your assigned car number, all that is needed is to contact the Registrar by e-mail (Registrar@NordStern.org). To make the assignment process as efficient as possible, simply provide your current number and three new numbers in preference order. I'll reassign the first one on your list that is available. Conflicting number requests will be given priority based on when the change request is received.

Procedures to obtain and maintain a car number assigned to a driver:

- Drivers must have registered for a DE event in the previous three (3) years. Unused numbers are released for reassignment.
- Active drivers (after their first year) may request a different number if it is available.
- Duplicate number requests will be resolved by seniority based upon the number of years each member has been active with Nord Stern.
- Drivers will be notified of their number assignment by e-mail.

Car Number Change Request Form

Send Requests To: Dave Anderson, Registrar Email: registrar@nordstern.org	Current Car #:	Choice #1:	Choice #2:	Choice #3:
	Driver Name:			
	e-mail (preferred):		Phone:	

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

For best, I'll submit the photo below. For worst, look at the floor, every corner and all over — needs cleaning all the time.

— Ron Faust



ClubTalk

Recently received from long-time Nord Sterners who've moved out of state . . .

Greetings to you and all the Nord Sterners from here in sunny Arizona. We just received the latest issue of the BEST Porsche Club newsletter of them all, thanks to you Christie. Janet and I want to sincerely thank you and everyone associated with Nord Stern now and over the last 30 wonderful years. Our fond memories are many but it is now time to drop off the "retired" membership list. We have lived full time in Fountain Hills, Arizona for

. . . Miscellaneous Chatter!

over 4 years and sold off, except for one lake lot near Orr, our MN property and businesses.

We have adjusted to Arizona and, best of all, get to enjoy our 911 C4S Cab all the time. It's my daily driver. No winter storage here! The state is full of great mountain drives, beautiful and varied deserts and pine forests plus unmatched vistas along the way. And if we do get lonesome there's plenty of snow and skiing a couple hours away.

Yes, we do miss Minnesota at times but for car people this is truly P car country. All kinds of collector cars show up at the dozens of weekly and monthly free car display events held through the fall, winter and spring, in and around our home and nearby Scottsdale. Plus there are many giant collector car auctions held mostly in January. Fountain Hills, our home town, has a weekly Sunday gathering that often attracts over 200 participants----no membership, no fees, just show up. And every year in mid Feb. there is a Concours at the Giant Fountain with over 700 of the finest participating for charity. We love it.

We wish all our Minnesota friends the very best and hope you do visit here when you can. Retirement is a bit wasted on old people but life is always better in a Porsche

— Jim and Janet Thole

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2018 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Drivers License # _____
 (Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

Lights Pass	Brakes/Wheels/Tires Pass	Interior Pass
Headlights _____	Tires/Wear _____	Steering/Play _____
Front Signals _____	Wheel Bearings _____	Brake Pedal/Firm _____
Rear Signals _____	Rotors/Scored/Cracked _____	Seat Belts/Anchors _____
Tail Lights _____	Brake Fluid/Full/Clean _____	Helmet Snell 2010/Better _____
Brake Lights _____	Brake Lines _____	
Suspension Pass	Engine/Trans. Pass	Other Misc. Items Pass
Shocks/Leaks _____	Fan Belts/Cracks/Tight _____	Spare Tire/Secure _____
Susp. Travel/Noise _____	Fuel or Oil Leak _____	Battery/Secure _____
Susp. Mounts/Rust _____	Hoses, Wiring/Secure _____	Windshield Wipers _____
Tie Rods/Tight _____	Transmission/Leaks _____	Roll Bar 1" above occpts. _____
Ball Joints/Tight _____	Throttle Return _____	head/s for Open cars _____
Engine Mounts/Cracks _____	CV Joints/Tight/Dry _____	Equivalent Restraints _____

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: <http://nordstern.org/porsche-mn-sponsors/approved-tech-inspection/>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____

Where We Were –

Where We Are –

Celebrating 55+ Years of Nord Stern



March 1994

- President **Rick Sojkowski** announces a Nord Stern weekend in August at Road America in Elkhart Lake, Wisconsin. Chicago Region had hosted Memorial Day and Labor day events attended by many Nord Stern members. The Nord Stern slot eventually landed on Mondays and Tuesdays in later years.
- **Ron Draper's** 944 Turbo graces the front the front cover.
- **Sonia Fortier** offers a two page article on the Nord Stern Driver's School. The goal is to enable members to become more competent, confident, and safer drivers. The skills and exercises sound much the same as in current Nord Stern schools. As is still the case, driving

technique and safety, learning proper techniques, consistency, and smoothness are the goal. *"Nord Stern does not teach or condone racing . . . there is no wheel to wheel racing."*

- **Garfield Clark** and **Scott Clark** write an article titled "On Track with the 911." Garfield says, *"The Porsche is essentially a racing machine, detuned to run 'low and slow' on the streets of America."* They picked a late 80's 911 Carrera for their ride because they knew the largest "fleet" of similar cars in Nord Stern would provide the best opportunity to improve their skills. They go through a three page list of improvements that can be made to the car for the track. The rationale for and even the approximate

the skill of the driver as being more important than modifications.

- Editor **Bobbi Miller** then graces the centerfold with photos of six Porsches for sale by various Nord Stern owners. Each is a different model. Nice collection; nice format. The cars include a 1962 356 B Coupe #124545 S-90 for \$12,500 from **Phil Saari**.
- A polite letter has been received from **Dick Roe**, Vice President and General Manager of BIR. A stock exhaust system rule must be strictly enforced at track events due to continuing pressure from BIR neighbors and Crow Wing County Commissioners.
- Acting Secretary **Teresa Vickery** gave the minutes of the January business

meeting. The Club Race was scheduled for September. A new social event was to take place in the Quad Cities in October.

- The Marketplatz lists other cars and parts not shown in the centerfold. A restored 1964 356C coupe #130175 is listed for \$16,000.

- submitted by Ron Faust, 2014 911-50, 1980 911SC, 356

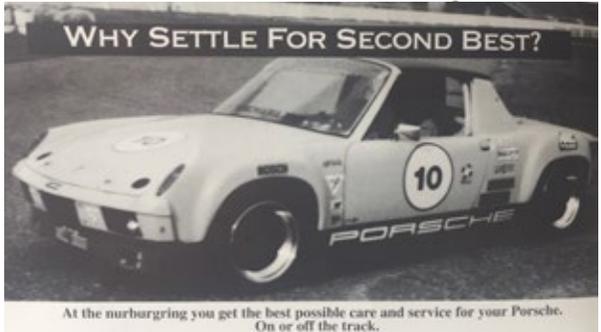


cost for each are given, stressing that



At the nurburgring you get the best possible care and service for your Porsche. On or off the track.

4,463 Miles Closer than Stuttgart.



At the nurburgring you get the best possible care and service for your Porsche. On or off the track.

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1991 911 Carrera 2 Targa
#W7CBB22965MS440103 Guards Red/Blk 19k mi; Sep. Goodyear Eagles/Cool Carbons/Maintenance all at 15k mi; no winter; ex cond; pwr lift seat; new batt; Vian/Maplewood serv'd; new 904k now \$44k; Also '83 35605 Ruby Red Coupe 75k mi; reb'd eng; disc brks; \$13k; G. Gerard 2610 Maple Ridge Lane, Osseo MN 55331. H 471-0997, 490-8231.

NORD STERN 13

Right: Centerspread of a number of Porsches 'for sale' which we've isolated for close 'inspection'

1980 911 Carrera 2 Cabriolet
Winnipeg motorcross car! \$10,000. Negotiable. 907/288-9414

1984 911 Carrera 2 Cabriolet
Just in time for summer fun.
--Mechanic owned
--Never raced
--Alpine White w/working Park wheels
--New Yokohama
--Black Leather Interior
--2000 mi
--Many extras
--Don't miss this affordable Porsche at \$1500. Jim LaBrosse Ramsey, MN 427-7315

1991 911 Carrera 2 Cabriolet
Official Pace Car - PCA Club Race Structural International Raceway Guards Red/Grey Leather. All options. \$28,500. Jim. 423-2324.

12 MARCH 1994

1988 911 Carrera 2 Cabriolet
Cold over levers, 68,000 miles, very clean and well maintained with only 2000 miles on a new clutch. Good track car with 7" phone dial, lowered, Koni's, Valvoline, automatic alignment, set up and road carbon pads. Under 2 min. 10 min. at 888 with our driving. Think what you could do! \$2000. Jim Thiel 471-0803 W. 378-0000

1982 911 Carrera 2 Cabriolet
#124345, 5-90 engine 4304877. European, electric manual, new or rebuilt mechanicals, correct paint, fully serviced and restored, excellent and reliable driver. \$12,900. Phil Sauer 484-0303

1991 911 Carrera 2 Targa
#W7CBB22965MS440103 Guards Red/Blk 19k mi; Sep. Goodyear Eagles/Cool Carbons/Maintenance all at 15k mi; no winter; ex cond; pwr lift seat; new batt; Vian/Maplewood serv'd; new 904k now \$44k; Also '83 35605 Ruby Red Coupe 75k mi; reb'd eng; disc brks; \$13k; G. Gerard 2610 Maple Ridge Lane, Osseo MN 55331. H 471-0997, 490-8231.

NORD STERN 13

The Scans Continued . . .



1980 SC TARGA
 Winning autocross c
 Negotiable. 507/285



1983 Porsche 911 Targa
 Metallic Green/Palomino Leather
 70,000 miles--no winters--no
 rust. Very clean, very fast.
 \$17,900. H. 471-0324
 W. 595-9116



1984 944 Porsche
 Just in time for summer fun.
 --Mechanic owned
 --Never raced
 --Alpine White w/matching Fuch
 wheels
 --New Yokohamas
 --Black Leather Interior
 --28+ mpg
 --Many extras
 --Don't miss this affordable
 Porsche at \$7500. Jan Lahtonen
 Ramsey, MN 427-7515



1988 944 Turbo
 One owner, 39k miles, Alpine
 White, tan leather interior,
 sunroof, rear-wiper, alarm sys-
 tem, new tires, remainder of ex-
 tended warranty, fully serviced
 (with records), no winters, no rac-
 ing. Excellent condition. \$17,900.
 Bob 474-6174.



1988 924S
 Gold over brown, 68,000 miles,
 very clean and well maintained
 with only 2000 miles on a new
 clutch. Good track car with 7"
 phone dials, lowered, Koni's,
 Weltmeister, autocross align-
 ment, set up and cool carbon
 pads. Under 2 min. 10 sec. at BIR
 with me driving. Think what you
 could do! \$8000. Jim Thole
 H. 494-3803 W. 574-9909



1991 944S2 Cabriolet
 Official Pace Car - PCA Club Race
 Brainerd International Raceway
 Guards Red/Grey Leather. All
 options. \$28,500. Jim. 423-2324.

12 MARCH 1994

Book Reviews for Porschephiles . . .DRIVEN – The Racing Photography of Jesse Alexander

Published in 2000 by Chronicle Books, San Francisco, CA , Reviewed by Bruce Herrington, Orange Coast Region,

I've heard that as people mature, they revert back through their developmental stages to, ultimately, virtual infancy. In my case, I guess I must have regressed to being a pre-schooler, because I've (once again) come to like picture books. And this is just about the best picture book I know of (on motor racing). A caveat though in part I like this book because I can remember the era depicted. To those not so chronologically blessed (or cursed ?) the scenes depicted might just be ho-hum black and white pictures of old cars.

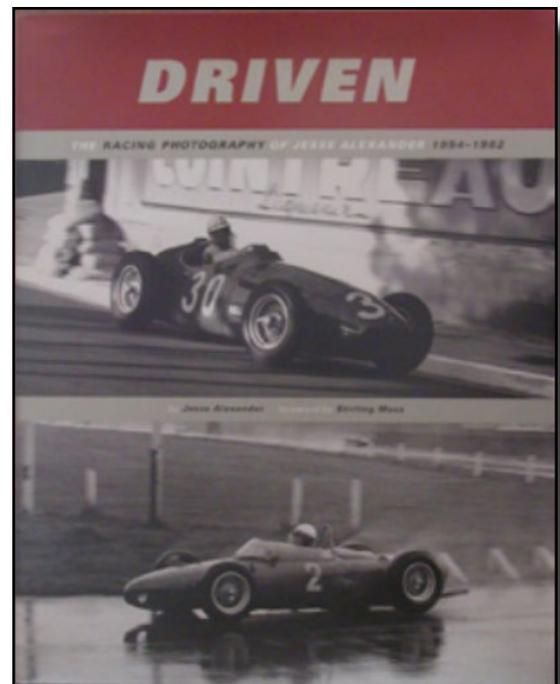
Jesse Alexander is arguably the best motor racing photographer of the 50s and 60s, a period that I consider to be the golden age of motor racing, an appellation which no doubt, at least someone has ascribed to any given decade on the calendar. Jesse Alexander has devoted most of his life to documenting motorsports, an involvement which began in the early 1950s at the time of the birth of the sports car movement in the USA. Over the years his work has appeared in most of the world's prominent automotive publications including Car & Driver, Road & Track and Automobile. His interest began from seeing Clark Gable making a lap of honor in his Jaguar XK120 at a race in Palm Springs. Then there was Phil Hill in his Ferrari and Alfa Romeo as well as Johnny von Neumann driving the first Porsche 356 to appear in California. These were the personalities who introduced him, and many others to motorsports.

Jesse has authored numerous books including At Speed, Forty Years of Motorsport Photography, Porsche Moments, and this book. His work has been exhibited in museums, galleries, and as part of an exhibition of sports photography at the 1996 Summer Olympics.

DRIVEN is a classic, not a new publication. It consists of page after page of mostly full-page pictures; matte black & white, befitting the times and giving the book a museum/art gallery like feel. An appendix provides thumbnails of the pictures with very comprehensive captions describing the circumstances of the scene depicted. In true PCA fashion, It's the People; not the Cars that get the most attention in these write-ups.

Particularly for the bench racers who can remember the good old days of the 50s and 60s, or at least recognize the drivers faces or names, it is a chance to refresh the impressions of a bygone era of motor racing, an era when racing was still a sport and not big business. For the young whippersnappers, it is a chance to glimpse the days when motorsports was much more of an audience participation event than the lawyers will allow these days. The 110 plates show sports cars and Formula 1 cars, drivers and engines. Porsche content is provided by numerous pictures of Porsche Spyderys of various vintages. The pictures have a very intimate, snapshot quality because they were taken when photographers, and even spectators, could get up close and personal with the drivers and crew, and those involved were focused on the racing, not dressing and posing to make a good impression for the sponsor, of which there were none in those days.

Driven: The Racing Photography of Jesse Alexander 1954- 1962 is a hard cover book of 144, 8-1/2 x 11 inch pages. As this is written, new copies are still available on www.amazon.com/books



Braid Them

... Think of it, every time you hit the brakes, enormous pressure builds up inside the line and on top of that, the line is being flexed constantly

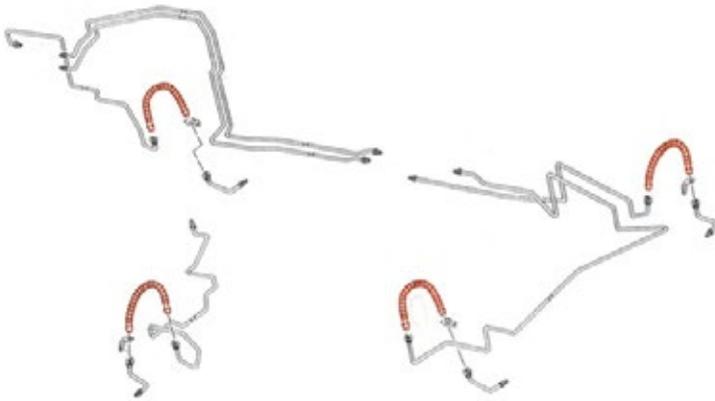
Spongy, mushy or soft, are usually the words used to describe brake pedal feel that is not the normal, rock-hard pedal that we all expect in our Porsche.

When people get this symptom and either try to fit it by themselves or take it to the dealer or an independent shop the first thing is to physically inspect the brakes.

Make sure the rotors (surface and thickness) is up to spec, make sure the pads are the correct ones and that they have enough material (thickness). The brake caliper pistons should also be checked to make sure that they move in and out freely and that their dust covers are intact. The brake fluid level needs to be checked and most likely flushed. Porsche recommends flushing the brake fluid every 24 months. Make sure that there are no leaks in the system. Remember that on the 1997 and newer Porsches the clutch hydraulics use the brake fluid as well, so check the clutch hydraulic lines too.

If the inspection shows no problems then most likely the issue is with the flexible brake lines.

The brake lines are all hard, fixed, metal lines except for a short, flexible line at each wheel.



These flexible lines are the ones commonly referred to as brake lines.

Their function is to allow for the up-and-down movement of the suspension and as you can see they serve as a flexible bridge between the hard brake lines.

Because they have to be flexible they are generally made out of rubber with several layers to protect against abrasion.

They are actually quite strong, since typical brake fluid pressure is in the neighborhood of 1,500 psi but the one thing you may not know is that, like tires and brake pads, they are wear items.

Think of it, every time you hit the brakes, enormous pressure builds up inside the line and on top of that, the line is being flexed constantly as the car's suspension absorbs the imperfections in the road and the loads created by the car itself.

On top of all that, brake fluid is highly corrosive and very hygroscopic. It tries to chemically absorb water from the air, even through the layers of rubber in the flexible brake lines. That's how water gets into the system.

What happens eventually is that the flexible lines start deteriorating, generally from the inside out.



Sometimes the innermost line carrying the fluid starts to fail and you will notice a balloon on the line meaning that the internal pressure burst through.

Sometimes, just like arteries, buildup starts clogging the inner line to a point where it is almost blocked and

doesn't allow for the pressure to return when the pedal is released, causing the brakes to drag on the rotors.

Since you now know that you need to replace the lines eventually why not use the very best, after all, your life depends on it.

And what is the very best? you may ask.

And the answer is: What racecar drivers use, which are steel-braided, reinforced lines with a teflon inner lining and a tough protective outer sleeve.

These lines are generally for off road use only but there are several that have gone through rigorous manufacturing and testing procedures and are DOT certified for street

protection and longevity as well as maintaining the hard brake pedal feel that we



all want.

The inner teflon line is as good as it gets in blocking the water molecules from getting into the brake fluid and the kevlar

and steel braids give the structural strength to the line which keeps it flexible but doesn't allow ballooning or expansion of the line maintaining the proper brake pedal feel which permits finesse in brake pedal modulation such as when trail-braking at the track.

These brake lines are usually referred to as steel-braided brake lines but as I explained before most are not DOT certified for street use.

So, do your diligence and get a set of DOT certified, steel-braided, flexible brake lines before you go do your next DE, AX or fun run in your street-legal Porsche.

BRAKE LINE CUTAWAY DIAGRAM



use as well. These are individually tested to 3000 psi and are manufactured and packaged in clean-rooms environments.



And what makes these lines so special?

First, their construction:

They are made from various layers which are designed to offer the best performance,



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PCA's Zone 10 Directory

Regional Clubs

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

Ozark Lakes: www.pca.vintageeuro.com

Dakotas: www.dakotapca.org

Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

Schönesland: www.schonesland.org

Kansas City: www.kcrpca.org

St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

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

Questions, email editor@nordstern.org

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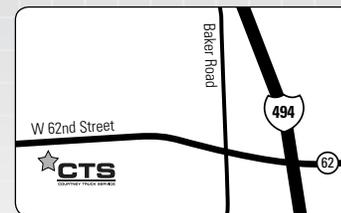
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will continue to be mailed monthly for your viewing
pleasure!

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(label on your newsletter has year subscription expires)

For example: 2017 means it expires 12/31/17

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Jeff Bluhm, Treasurer
treasurer@nordstern.org
9145 Breckenridge Lane
Eden Prairie, MN 55347

Holiday Party 2018 -
On Review . . .



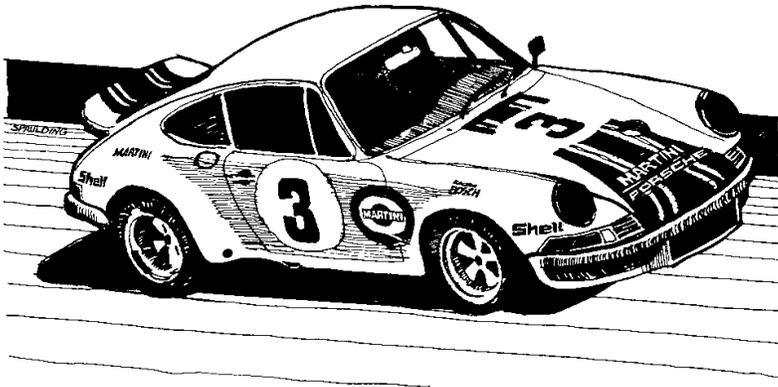
My New Year's Resolutions

by Danielle Badler, Rocky Mountain Region PCA, February 2018

What's happening to the members of what Tom Brokaw named "The Greatest Generation?" I'll tell you what's happening. They're passing, one by one.

Dan Gurney. Growing up, when I started to follow racing in the '60s, he was my idol. Along with Jim Clark. In fact, I believe there's a story that Clark's mother told Gurney, maybe at Jimmy's funeral in '68, that, of all the racers he competed against, he respected Gurney the most.

I saw Gurney race once, at the Can Am race at



Bridgehampton, also in '68. He was in his Olsonite Eagle. It was also the first race I ever saw, live. At the time, I was scraping nickels together, debating endlessly whether to buy my first sports car, a '64 Triumph TR-4, from a friend of my family. For all the money I had in the world, \$800. Of course, I came home and bought the car. How could I not?

That car is long gone, and so is the track. Gurney was the centerpiece of a whole wide world that I was introduced to, in the pages of *Road & Track* and *Car and Driver*. Names and places that I would barely dare to think about, for fear they really didn't exist. Monaco. Spa. Zandvoort. Silverstone. Monza.

In the early years of *Car and Driver* under the editorial hand of David E. Davis, Jr., who also passed away a few years ago, the magazine did a lot of outrageous stuff. In fact, I believe the first issue under David E. was the legendary Pontiac GTO/Ferrari GTO comparison. Although they never actually had a Ferrari GTO to test. No matter.

Then there was the "Gurney for President" campaign. The magazine printed up bumper stickers, pins... all the paraphernalia. In 1964. Did Dan have a platform? No. In David E.'s eyes, he was just a better all-around person than the candidates who were running. And the whole idea was outrageous enough to sell magazines. Despite the fact that Gurney was 33... too young to be President. What immortalized him to me was the original Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash.

Remember? Gurney and Car and Driver scribe Brock Yates, in Kirk F. White's blue Ferrari Daytona. I remember the story that, after the run, Kirk F. White offered to sell the car to Gurney. For something like \$15,000. Gurney didn't buy it. He didn't have the money. The car's now in somebody's collection, and worth millions.

Brock Yates is no longer with us, either. Brock "The Assassin" Yates. I loved his writing.

The other thing about Gurney I thought was interesting was that his wife, Evi, had been working for "Dr. Porsche," Huschke von Hanstein, who for many years was Porsche's PR director. He was a legend too. Evi married Gurney in 1969 and moved to the U.S.

And then there are the cars. The Ford GT 40 with the bubble top so that Dan could fit with his helmet on. The All American Eagle Formula 1 car, in which he won at Spa in 1967. I read somewhere that, at the time, he didn't think it was that big a deal, the fact that an American won in a car of his own design. He thought more wins would come. But they didn't.

Nonetheless, you have to admit. It's perhaps the most esthetically beautiful Formula 1 car ever made.

And, yes, after winning Le Mans in 1967 with A.J. Foyt, spraying the crowd with his magnum of champagne and, thereby, starting a trend.

The Gurney Flap. The Alligator. Which was a motorcycle where the rider sat low behind the gas tank. It made a lot of sense - lowered center of gravity. But it didn't sell.

In the obituary in *The New York Times*, Gurney is quoted as saying he considered himself a careful driver.

“Race driving is a form of brinksmanship, I suppose. First you use your judgment to determine where the brink is. Then you use your skill to approach the brink and stay at that point.

“It’s sort of like balancing along a cliff,” he continued. “You can walk three or four feet from the cliff and have no problem, but someone closer to the edge can beat you. You need judgment to tell you where the edge of the cliff is and skill to get there and stay within a given safety margin.”

Gurney was asked once, “you don’t think about crashing, do you?”

“Don’t think about it?” he said. “I think about it all the time. That’s the essence of this, isn’t it? To go as fast as you can without getting killed.”

Let the record show that he died of natural causes, at 86. Rest in peace, Daniel Sexton Gurney, and all your compatriots.

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Take Two

by Scot Anderson, reprinted from *Old Faithful Porsche* February 2017, *Yellowstone Region of PCA*

The Porsche 924. Using Volkswagen suspension, brakes and steering, Porsche's second attempt at making an affordable car for the masses started as a very valiant effort. Unlike the 356, 911, 912, and the 914 with an air-cooled mid or rear placed engine, the 924 had a front water cooled unit, however, it just did not have the Porsche feel enthusiasts loved.

MORE SPACE THAN YOU'D EXPECT IN A SPORTSCAR.

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*Optional 924S with 170 hp. MSRP \$12,995. Excludes tax, license, title, dealer prep, destination charge, and optional equipment.

The 924 was designed by Porsche to be a Volkswagen, unlike the 914 that was embodied by Karmann, designed from Volkswagens "big car" the 411 and designed to be a Porsche. The idea for the 924 started in 1970 when Rudolf Leiding took over Volkswagen. Having just acquired Audi /NSU from Mercedes, Volkswagen was strapped for cash. In addition to the Beetles waning profits, and the lack of success of the 914, Rudolph needed a new car design and readily handed over the developmental engineering to Porsche.

With continued cost saving strategies, Rudolf set Volkswagen on Baukastenprinzip – which means a "building block principle." This new strategy was a first for VW that set out to use a relative handful of components for a number of different vehicles.

It was also Dean Batchelor, managing partner for the Volkswagen-Porsche joint venture, who decided the new project, code named EA425, would be the beginning of the 924 and would be labelled as a Volkswagen. However, Herr Batchelor had some requirements, eight to be exact. He insisted the new sports car have interior space similar to the 911's, have 2+2 seating, a "useful" trunk exist within the vehicle, have greater comfort than what was offered by the 914, sit on independent suspension at all four corners, have a maximum use of high-volume VW components, and be a front engine design similar to

Porsche's 928 that was currently being developed.

The engine for the 924 was a Volkswagen design built by Audi that was also destined for the upcoming Audi 100. Plans for the vehicle continued into 1973 when the VW-Porsche Marketing firm had disbanded. As Volkswagen footed the bill for the development of the vehicle, it was only fair that the 70 million dollar investment belong to VW and soon the 924 became a Volkswagen project. It made sense also, as VW had 2000 West German Dealers and VW-Porsche had only 200 outlets, that the vehicle be labeled a Volkswagen and be sold via it's dealership network.

However, that all changed in 1974 when Rudolf Leiding suddenly stepped down from the company. His replacement was Tony Schmucker, a former Ford Europe Executive, who decided the 924 would be shelved as the OPEC oil embargo of the 70's was killing the sports car market. However, Porsche didn't like that option with all the time they spent to design the car and ended up buying the production rights for 60 million dollars. Porsche sweetened the deal by allowing the Audi/NSU plant in Neckarsulm to build the car.

The final development of the vehicle was to determine the placement of the transmission. It was engineer Jochen Freund that designed a rear transaxle within the EA425's cost constraints. With his design, Freund created the front engine, rear wheel drive design that



the vehicle would be known for. In addition, to the liking of Porsche themselves, a rear transaxle allowed a more even front to rear weight balance that minimized the dangerous oversteer of typical front engine, front drive cars.



The manual transmission offered had four forward ratios driving through a single plate clutch. The engine used was an overhead-cam inline four cylinder with aluminum heads and a cast iron block. Total output was 1984 cubic centimeters (121.1 cubic inches) and sipped fuel via Bosch's K-Jetronic injection system. Installation was at a 40 degree tilt making it a "slant four." When the vehicle came to America, it had 95 hp (down slightly from Europe's 125 DIN). Powered remained the same for all 50 states. The vehicle used a catalytic converter to meet the California emissions standards.

Porsche continued with VW's building block principle *Baukastenprinzip*. As was part of the deal in taking over the production rights, Porsche used chassis pieces from the VW corporate parts bin. The front suspension, comprised of lower A-arms, came from Volkswagen's Golf and Rabbit models and the coil spring MacPherson struts came from the Super Beetle. At the back end of the vehicle were torsion bars and semi trailing arms that also came from the Beetle and half shafts that came from Volkswagen's utility vehicle "The Thing." Steering came from the Golf/Rabbit pair as a rack and pinion system. Brakes were front discs from the Beetle and rear drums were picked up from Volkswagen's K70 sedan.

The variety of parts seemed to work together well. At least according to Car and Driver,

who declared the 924 was "still a non-conformist in the best Porsche tradition." The 924 was rather distinct for the times. The grille-less nose, typical of Porsche styling, arched to the rear of the vehicle. The large rear glass that tied the vehicle together allowed for a hatchback design giving access to the luggage compartment. All 924's had color matched bumpers. The American versions had 5 mile per hour bumpers that extended further from the body on hydraulic struts. The 924 was ten inches longer than the 911 and had 2+2 seating, another Porsche trait. The vehicle was sleek in its design and sat low in typical sports car style. Although aerodynamics was not a big concern in the 70's, the 924 had a drag coefficient of 0.36. At that time, it was the lowest coefficient in the world for a production vehicle.

The interior of the vehicle was also in Porsche style. The dash housed a large central speedometer, a tachometer on the right, and a fuel level and coolant temperature dial on the left. And in Porsche form, bucket seats with great side bolstering were standard.

On its US debut in 1977, the 924 carried a base price of just \$9395, versus \$15000 for the 911. However, the base 924 had fewer standard features than the 911, and hard to believe, more options as well. Checking the boxes can give you air conditioning (\$548), leather upholstery, an automatic transmission,

stereo radio, metallic paint (\$295), a removable sunroof (\$330), front and rear antiroll bars (\$105), headlamp washers, rear window wiper, tinted glass, the radio prep package that included three speakers and an antenna (\$105).

There were also two option groups that were available. Touring Package I upgraded the tires from 165/70HR14 with 5.5 inch wide allow wheels to 185/70HR14 and 6 inch wide allow wheels, the radio prep kit and a leather rimmed steering wheel for \$345. Touring package II added to Touring Package I the headlamp washers, a right door mirror and a rear wiper for \$240.

Road tests for the 924 showed zero to 60 mph times of 11 to 12 seconds and a top speed of 110 mph. Fuel economy for the vehicle was in the 20 to 22 mile per gallon range. Road and Track gave the thumbs up to the Porsche compared to the leading competition the Alfa Romeo Alfetta GT and the Datsun 280z. The editors of Road and Track praised the Touring Package II and the fully optioned 924 on the track for its balance, stability in cornering and light steering.

Road and Track was not as keen on the base 924, however, as it didn't handle as well as the fully optioned vehicle. Obviously the wider tires and anti-roll bars went a long way to improve the vehicle. Road and Track did have two negatives for the vehicle, the first being a rather loud engine and bouncy ride over rough surfaces.

Porsche responded quickly with updates. By mid-1977, Porsche bumped up the horsepower to 110 bhp via a higher lift cam, larger intake valves, modified pistons, advanced timing and higher compression on the automatic transmission equipped vehicle of 8.5:1. In 1978, Porsche introduced a 5 speed Getrag transmission for the manual equipped 924. Porsche also continued to require the 91 Octane for the car.

Road and Track still complained about the engine noise and mediocre performance in the 1978 model. The editors believed middle of the road performance was unacceptable for \$10,000 sports car, especially a Porsche.

Continued on page 35



Nord Stern 2019 Charitable Calendar

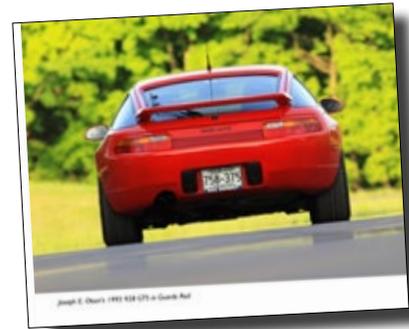
The Nord Stern 2019 Charity Calendar project is underway!

This year's beneficiary is the Boys and Girls Club in memory of long-time Nord Stern and PCA member, Teresa Pfister. Teresa was an active member of their Board of Directors and cared deeply for their mission.*

With Teresa, there was NO question as to her love of Porsches, Porsche people, and Porsche passion; truly 'It's the people . . . not just the cars.' Her smile said it all.

The Details:

- 11 Months available, minimum \$400 each
- Cover Photo, Cost: \$500
- One month will be raffled off; \$50 tickets, NO LIMIT on the number purchased! Ex: \$150 gets your 3 chances, \$50, one chance
- Calendar months will be sold on a first come; first served basis.



So, New This Year – The Raffle! \$50 per ticket . . . Winner will be drawn at random at an upcoming Nord Stern business meeting.

Plus we have a **GOAL** – we'd like to raise \$8,000 this year. Let's best the 2017 total of \$5,911. We **CAN** do it! So, how can you, a Nord Stern member contribute?

1. Buy one of the months
2. Secure your raffle ticket, or tickets (!)
3. Make a direct donation via our Charity Calendar page
4. Do all of the above!

*"The Boys and Girls Club of the Twin Cities enables all young people, especially those who need us the most, to reach their full potential as productive, caring, responsible citizens. Serving 9,000 youth at nine locations."

Tell me, does that not sound like "T" ?? And remember, all makes and models of Porsches are encouraged to participate. Garage queen NOT a requirement!

TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2018

DATE	EVENT	SPONSOR	LOCATION
March 18	EARLY SNOW/FUN EVENT	MAC	DCTC
April 22nd	NOVICE DRIVER'S SCHOOL #1	MAC	DCTC
April 28 (Sat)	AUTOCROSS - MOWOG 1	MAC	CANTERBURY PARK
April 29th @	AUTOCROSS - MOWOG 2	MAC	CANTERBURY PARK
MAY 20th	AUTOCROSS - MOWOG 3	MAC	DCTC
June 3rd	NOVICE DRIVER'S SCHOOLS #2	MAC	DCTC
June 9th	AUTOCROSS MOWOG #4	MAC	DCTC
June 24th @	AUTOCROSS	CVSCC	CLAIREMONT LOT, EAU CLAIRE
July 15th @	SUPERSUNDAY AUTOCROSS I	COM / PCA	DCTC
July 22nd	Practice Autocross #1	MAC	DCTC
July 29th	AUTOCROSS MOWOG #5	MAC	DCTC
Aug 11th	PRACTICE AUTOCROSS	MAC	DCTC
Aug 12th	AUTOCROSS MOWOG #6	MAC	DCTC
Sept 9th @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 22nd	AUTOCROSS MOWOG	MAC	DCTC
Sept 29th	AUTOCROSS - Practice/MOWOG	MAC	CANTERBURY PARK T
Sept 30th @	AUTOCROSS - MOWOG	MAC	CANTERBURY PARK T
Oct 13th	AUTOCROSS - MOWOG	MAC	CANTERBURY PARK T
Oct 14th	AUTOCROSS - MOWOG	MAC	CANTERBURY PARK

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

Check the Met Council Website @ met-council.org for updates

SCCA TRACK NIGHTS @ DCTC: MAY 15; JUNE 6; JULY 10, AUG 3"

PCA DRIVER EDUCATION at BIR: APRIL 27-29; JULY 27-29; OCTOBER 5-7

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 11 & SEPTEMBER 17

SCM CAR SHOWS - "PLASTIC FANTASTIC": MAY 20; "CARS UNDER THE STARS", VILLAGE CHEVROLET: AUG 11"

SCCA RACING EVENTS @ BIR:

TCRC: Check out their Facebook site (listed below) for dates & times of Ralleys

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

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

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939

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--CONTACT: BEN WEDGE 989-464-6961

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"

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

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN"

2018 Holiday Party - In Review

photos by Christie Boeder, 73 911



Above, Beautifully set and decorated tables await members. Below, President Lara Dant



Above, attendees enjoyed a looping slide show of the year in review. Below, Mark Kriesch and Michael Grabner with the 2017 charity calendar check of \$5,911.03!



Above & below, members enjoy a yummy dinner catered by D'Amico in the Mill City Museum. This museum is fascinating to visit and while it isn't open at night, it's well worth visiting for the insights and history of the milling industry of Mpls.



Mark and Michael share the 2018 calendar and present the plans for the 2019 effort!



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1st Annual South Shore Fall Color Tour - September 28-30, 2018

by Jim Holton

Come enjoy the fall colors as we motor along the South Shore of Lake Superior en-route to Bayfield WI and Madeline Island.

We'll drive WI Hwy 13, with wonderful twists and turns along with great views of the lake.

Fall Color Tour HQ- Pier B Resort Hotel in Duluth MN.

Gather Friday evening harbor side for the Welcome Party.

The party will be located next to our Porsche Corral (parking).

Pier B (picture above!) is the ideal spot to host our event. The resort offers a number of amenities including a pool, hot tub, fitness room, fire pits, bikes, paddleboards, kayaks and a boat launch and 21 slip marina.

Details: Book now at Pier B resort



40 Rooms available Friday 9/28 and Saturday 9/29. If you want to arrive Thursday 9/27, we have 10 rooms available. 218-481-8888

- USE PROMO CODE: 44323. If you are planning on dining at Silos/Pier B Saturday

night, make your reservations when you book, www.pierbresort.com.

Costs

Rooms: Classic View Rooms - \$199/night + taxes & resort fees

Harbor View

Rooms- \$229/night + taxes & resort fees

Welcome party: Appetizers & Cash bar; approx. \$25/couple.



Ferry: \$24 RT/car + \$13 RT/per person. One P-car and 2 passengers=\$50 RT

Lunch:

Estimate \$18-20/PP but TBD at this point.



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February 2018 Business Meeting Minutes

by Betsey Porter, Secretary

The February Meeting was called to order at 7 p.m. by President Lara Dant.

President's Report: Welcome new member Jeff Carlson who was attending his first meeting. Lara indicated the club needs a volunteer to fill our VP position for 2018. Please send suggestions or your interest directly to Lara,

Vice President – Open position

Treasurer – Jeff Bluhm

No report. Will request Jeff reimburse Michael Grabner ASAP for his expenses with the charity calendar.

Advertising – Cathy Peronovic/Lara Dant

We have a new advertiser starting in March – 311RS. Ad has been received and Christie has requested a write up from Ryan for inclusion with the start of their ad insertion.

All Porsche Show – Phil Saari and Mark Koegler

All Porsche Show report via email: Phil has secured the permit for the 2018 event on June 24th. This year it will include the car show, vendors but no swap meet this year.

- Theme is long hoods, 911s and 912s, 1965-1973.
- Will need about 30 volunteers, Phil will

reach out to past participants and anyone interested can contact them directly.

Autocross – Andy Golfis

Dates are confirmed with COM:

- July 15
- Sept 9

Two additional dates for NOVICE driving opportunities at Dakota County events are:

- April 22
- June 3

Andy went to the Met Council banquet. They were very appreciative of our donation increase.

We should encourage any Porsche Parade participants to go an autocross event to prepare for that event in the Ozarks this year.

Board of Directors

We are proposing some updates to the by-laws. Details and specifics to come.

Charity – Mark Kriesch

The 2019 calendar is on! Will honor Teresa Pfister and proceeds will go to the *Boys and Girls Clubs of Minneapolis*.

It will be announced at the holiday party along with a presentation of the 2018 calendar proceeds.

Michael will bring extra 2018 calendars to sell at the party

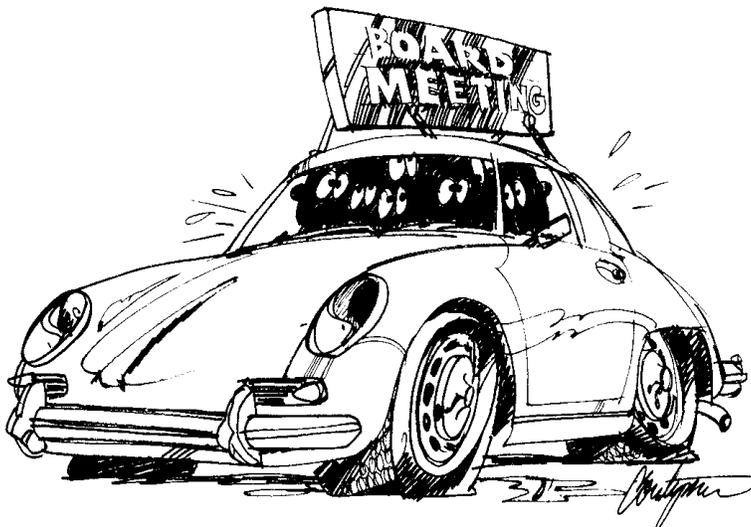
Mark and Michael want to try and create a bigger goal for 2019 calendars.

Club Race – Dave Sorenson

Via email, Dave sent the application for the 2018 race to Lara to fill out. She will do so and return to Dave.

Lara will also talk to Dave about the post-race checklist they created last year and get started on it.

Will also ask Dave to contact National about trophies, as that situation has changed for this year.



Driver Education – Open position

Lara asked Kim Fritze if she would fill this position. Will follow-up with her.

DE Registrar – Dave Anderson

- Holiday party is closed
- First Fling is open for registrations online at clubregistration.net
- Club Race and Final Fling are created and will be open 90 days in advance

Driver’s Training – Jim Bahner

No report

Fall Color Tour – Jim Holton

No report, information is running in the newsletter, reservations at Pier B are going quickly as this is prime fall foliage time!

Historic Archivist – Kim Fritze

No report

Insurance – Dan Perinovic

No update

Membership – Ed Vazquez

No report, Ed is out of the country but does process new memberships as they come in

Met Council – Bob Kosky

No report, this year’s schedule is published in this month’s issue of Nord Stern, a few dates later in the year are not finalized, website will carry updates.

Newsletter – Christie Boeder

No report

Octoberfest – Paul Bergquist, Mercedes Benz Club

No report

Rally and Drives – Open position

Safety – Paul Ingebrigtsen

- Via email, Paul relates he has been in contact with Rescue Inc and has given them the 2018 dates
- We need to decide ASAP on the water-cooled issue
- Shell 2010 helmets are requires
- Would like to look at getting a co-chair

Social Media – Betsey Porter

No issues, please keep posting things on FB!

Shop and Tech relations – Roger Johnson

Ideas for 2018:

- US Bank Stadium tour
- Tech session by Lon
- Tech session by Roger Moe
- 3M session
- JVC Motorsports
- New car releases at Porsche dealerships
- Basic sessions
- Brake pads
- Safe jack use
- Winter storage

Touring – Randy Walker

No report, Vino in the Valley Drive is on the calendar for 2018

Track Relations – Jim Bahner

No report

Webmaster – Dave Anderson/Christie Boeder

Will load stuff on new site and eventually meet with Christie and publish

Dave would like a co-chair for Club Talk and Club Registration duties, just so someone else has the passwords and knows how to do it.

Old business

Trophies for the holiday party have been ordered

Announce a logo contest for our 60th year in 2019

New Business

Keith Jones suggested on Club Talk we look into creating t-shirts and posters from the amazing Club Race posters from the early 2000s. We love the idea and will look into it.

Roger Johnson has the artwork.

Meeting adjourned 8:17 p.m.

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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

Take Two . . .

continued from page 27

A later comparison confirmed Road and Tracks analysis when comparing the 924 to its competition, the Datsun 280zx, the Mazda Rx7, and the Chevrolet Corvette. Although the 924 won six first place awards, more specifically braking, handling, visibility, exterior fit and finish, interior styling and exterior design, the 924 took third place ahead of the Vette for performance. Road and Track wrapped it up by stating, “When it’s good, it’s very good, but when it’s bad, watch out.”

Porsche heard those reviews and responded quickly. In 1979, they introduced a 924 Turbo for the European market, and in 1980, brought the vehicle to America. With the intent to quell the critics, Porsche retained the Volkswagen 2.0 liter block, but decided to rebuild it. Installing a new Porsche cast aluminum cylinder head with bigger valves, hemispherical combustion chambers and new water seals made from copper gaskets and silicon rings, platinum tip spark plugs, and a new starter, the car and the engine would soon become a true Porsche.

The turbo was designed by Kuhnle, Kopp and Kausch, a German company. Compression was lowered to 7.5:1 and the K Jetronic injection system was recalibrated to match. Two fuel pumps were used to assure fuel supply at all times and an oil cooler was installed to contend with the extra heat from the turbo. Porsche fitted a wastegate to prevent boost from exceeding a recommended output and also installed a blow off valve as a secondary safety measure.

To handle the extra power, Porsche enlarged the driveshaft to 25 mm, rear shafts were strengthened, and the rims were widened to 15 by 6 inches with the tires upgraded to 185/70’s. The gear ratios were shortened, the spring and shock rates stiffened, the anti-roll bars were enlarged, and the servo was increased to aid in braking power. The only gearbox allowed for the new car was the Getrag 5 speed transmission.

The result of Porsche’s tinkering was an



American version 924 Turbo rated at 143 bhp at 5500 rpm and 147 foot pounds of torque at 3000. At just over 2780 pounds, the turbo, although heavier than the original 924, had a huge performance advantage. It was 4 seconds quicker in the 0 to 60 run at about 7.8 seconds total and a top speed 20 mph faster than the original at 130.

Turbo lag was evident in most early turbo charged vehicles, but in the Porsche, it was not as severe as others. Boost in the US version of the car began at a low 1600 rpm (1800 in the European model) and peaked at 2800 rpm. Car and Driver liked how the 924 created its power, stating “As the turbo comes in, you can feel the zooming wheel! Of the crossover point and, with it, the character change in propulsion... The boost is right there, coming aboard quickly with a firm punch that rushes you forward, picking off normal traffic and predictably defining the correct arc through every corner.”

Aesthetically, the Turbo differentiated itself from the standard 924 with “spider web” alloy wheels, a fully functioning hood scoop, four cooling slots under the nose, the word “Turbo” inscribed on the rear tail gate, and mini-spoiler surrounding the back window. The new detailing decreased wind disturbance to a pleasant 0.35 cd, the lowest cd for any vehicle in the US for the 80’s.

On the inside of the vehicle, there was a Turbo Steering wheel wrapped in leather and unique shift boot cover. The biggest hint of the 924’s new power was a speedometer that went up to 160 mph and later changed to 85 per the federal government’s 1974 “National Speed limit law” that attempted curbing oil consumption just post the 1973 oil crisis.

The 924 Turbo was remarkably fuel efficient returning 25 miles per gallon. However, the car was listed just under \$21,000 in 1980. Not cheap for the time, however, with the upgraded model, it was exactly the boost the vehicle needed. Autocar reported, “Here is another real Porsche, a superb high performer.”

As the car developed, so did the handling, ride quality and comfort. In 1979, the space saver spare was introduced to save weight, pressure cast alloy wheels were added, tinted glass, passenger visor vanity mirror and stereo speakers. Three way catalytic converters were added improving emission control and making the vehicle 50 state legal. Porsche also tightened driveline tolerances to quell the judder and axle hop of previous 924’s. With revised rear suspension mounts and new hydraulic transaxle mounts, the car was also quieter. An altered cam and

Continued on page 37

Classifieds

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.

1992 968 Race Car For Sale



Prepared for Club Racing E Class or for DE. Logbook, serviced by Auto Edge, many service records available. Many upgrades and new parts. Full build sheet available. Comes with 3 sets of wheels. Ready to race or DE. Paint could use some attention. \$24K or B/O. Can store

until spring/First Fling. Runs 1:53's at BIR. Call Paul Ingebrigtsen at 651-503-5403 with any questions or e-mail: pingebriquetsen@hotmail.

For sale



Spare parts catalogue 911 911s sections 8 body, 9 elect., o access.

repair sets only 1966 to 69. \$180. 912 brake calipers for rebuilding right rear, front left, right, small steel, \$20 each. Gary Greiner, Superior Wi, 218.348.1849 or gregreiner@

gmail.com.

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.

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, koalal@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.

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.



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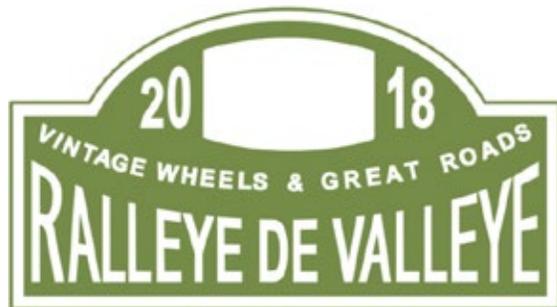


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- Dine with the group Saturday evening in La Crosse and Sunday evening back in the Twin Cities area.
- Conspire with your co-pilot to answer the Observation questions provided for the route. The most correct answers will be rewarded with bragging rights and prizes of questionable value.
- Think of it as a rolling car show but not a race. Stopwatches not required! Just a bunch of like-minded motor enthusiasts driving vintage cars on cool winding roads with scenic vistas.
- Group size limited to 30 vehicles, 1997 and older. Open to all marques. Sign up early as past editions have filled out. Event will be held rain or shine.
- Participant Entry Fee: \$59 per car with driver and co-pilot. Fee includes: Saturday driver's kickoff meeting w/lite refreshments, route book with turn-by-turn directions and odometer points, color coded route maps, observation questions, Ralleye de Valleye window stickers and contact info for local repair/towing services. Accommodation and meal costs at your expense.
- Send an email to velovia@velodevia.com to receive a participant entry form.
- Questions? **Contact: Mark Sabbann, Ralleye Director 651-324-0819**

Take Two . . .

continued from page 37

revised ignition timing, and lower final drive ratio's helped improve performance to 115 horsepower and a 0 to 60 time of 10.5 seconds, all while maintaining the mileage numbers.

For 1981, halogen headlamps were added, along with rear seatbelts and rear disc brakes. As Porsche continued to develop the vehicle, they ended production in the United States in 1982 and gave the vehicle a 4 year hiatus. The vehicle continued to sell in other markets, more specifically Europe and the United Kingdom. Porsche brought the 924 back to the US for two final years in 1987 and 1988. They also pondered producing another low budget vehicle that they internally called a 914 / 924 style "cocktail." However, as they were selling every 924 they could produce, even as prices of the vehicle continued to escalate, they decided against it and instead chose to produce a successor to the vehicle.

With critics still complaining that the 2.0 liter block used in the vehicle was just a pumped up Volkswagen engine, the bean counters in Zuffenhausen chose once and for all to end the debate. Taking the all-aluminum 4.5 liter slant V8 engine from their 928 automobile,

Porsche cut it in half and created a true Porsche built 4 cylinder, which was the start to the successor automobile, the 944.

In today's world, however, the 924 still maintains its share of the marketplace. The three leading internet websites, Autotrader, Cars.com and Ebaymotors, list approximately twenty 924's for sale ranging in price from \$2,600 to \$14,000, some needing work and others being worth the price. Looking at the December 2016 issue of PCA's Panorama magazine there are five 924's listed for sale, ranging in price from \$4,750 on up to \$17,500. I can only assume the vehicles in Panorama are well maintained as it has been known that PCA enthusiasts can have a very Germanic "anal" side (myself included).

The sweet spot for the vehicle is the later years. If you can find a 1982 to 1988 924, or even better the 1987 and 1988 US versions, even though they will garner top dollar, they will give you the biggest bang for the buck. As it was, the Turbo model with the updated suspension was the real contender to high speed, enthralling performance and those happy "ear to ear" grins we have all learned to love.

Cover Photo

Details . . .

Rather than shooting this in our studio, then creating a background in Photoshop, we setup in an empty warehouse for these images of Roger Finke's 2017 Porsche 991.2 Turbo-S.

We utilized the location's elements like the textured wall and yellow pylons found on site, along simply adding water to the mix . . . The wall texture & floor emphasizes the fluid, smoothness of it's lines and the yellow works with the calipers, contrasting the cool, jet-black metallic paint.

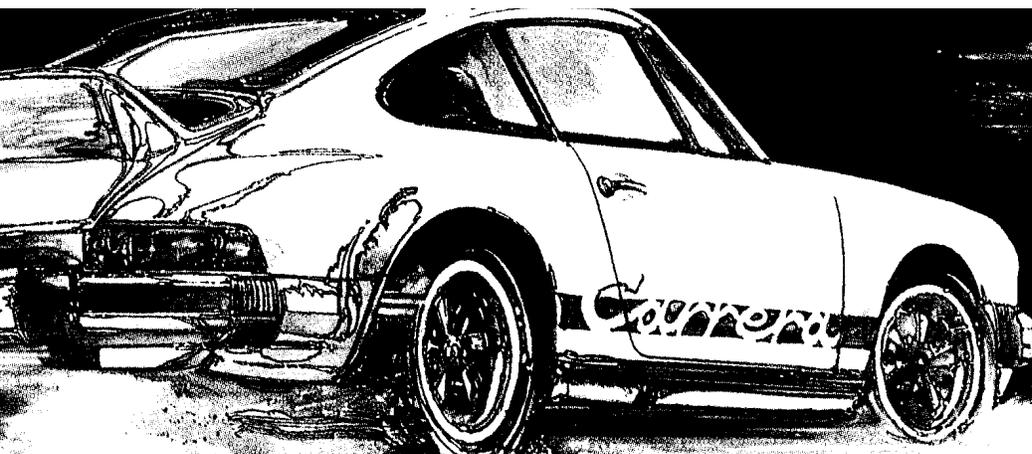
With only six lights, an overhead and side flats, coupled with our experience with shoots like this, we think it turned out well. We did the logo on the wall for for the non-car people, but otherwise kept everything simple so the vehicle is the hero! (editor's



note: The full view photo will appear next month!)

Photo above: Behind the scenes with Greg Thoen and his right hand man, Jeff Natrop on left. (note, Greg's photos of Roger Finke's Porsches have been included before and I really liked his latest efforts!

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