



Nord Stern Region PCA

April 2018



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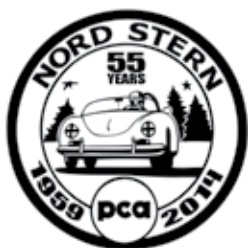
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Dedicated to the belief that . . . getting there is half the fun.

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

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

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

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Cover:

After all,
Porsches are
our 'toys'!

by Michael
Grabner

Nord Stern Region PCA
April 2018

HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

1. First, **JOIN** 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 the treasurer 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 Jeff via 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

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Jim Bahner			
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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!



Scott Anderst

Forest Lake, MN
Black 2008 Cayman S

Brad Bass

Mankato, MN,
White 2016 Cayman GT4

Kevin Barta & Katherine Stillings

St. Paul MN, 55101
2001 911 Carrera

Terry Boblit

New Richmond, WI
Golf Blue 1965 912

Patrick Crowe

St. Louis Park, MN
White 1979 911 Turbo

Brian Kessen & Michael Kessen

Minneapolis, MN
Seal Grey 2002 Boxster S

Michael Ko

Mahtomedi, MN
2008 911 4S

Alex Lelchuk

Minneapolis, MN
Artic Silver 2002 911 Carrera
Cabriolet

Oswald Wyatt

Edina, MN
2011 911 Turbo

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

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

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

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

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

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

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

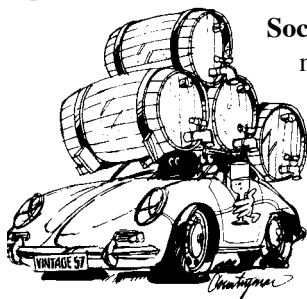
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

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

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

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

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



The Prez Sez . . .

by Lara Dant
'87 Zermatt Silver 924S
'83 Schieferblau Metallic
928 S



It's been a long winter, and honestly, who isn't feeling a bit...fidgety? Well, you know the best, most fun, and exciting way to work out those fidgets? Go to the track of course! Our first track event of the year will be held at Brainerd International Raceway April 27-29.

If you've never been to BIR, you're probably asking yourself, why should I drive all the way to Brainerd just so that I can drive my car. I can drive it perfectly fine on the street. Well, no, you can't. When you get on the track at BIR, you will experience driving like you've never driven before. PLUS, on the track, there is no worries of getting a speeding ticket. Honestly, that's how I rationalize the expense. Track time and tires are a lot less expensive than speeding tickets and increased insurance rates! It's a fun, safe environment to drive your car as hard and fast as you can.

I would like to share with you a bit of my first track experience. I really did not expect to enjoy the day. I was nervous and did not have a good grasp on what to expect. Both Ryan and I took the Driver Training at the same time, but he had not purchased his 944 yet, so he took the class in my Nissan Altima. Yes, that's right. You are NOT required to take the class in a Porsche, (although it is much more fun). First, the day starts with a driver's meeting and an introduction to your instructor. Listen to your instructor. They have been down this road many times before and have more knowledge to impart than you will be able to retain. Try and soak up as much as you can. I missed the part where they said to be even on the inputs,



for example not letting the clutch out too quickly, and took a rather interesting ride through turn three. Ryan was of course directly behind me when I executed this maneuver, but he listened to his instructor better than me and easily avoided the 924 sitting the wrong way on the track in his path. Two lessons well learned! Aside from not running into each other, your instructor will teach you many other important skills about handling and maintaining your car. Plus, it is just a really fun day. After you successfully complete the training, you can choose to go on to Drivers Education. And you aren't limited to just going to BIR. If you have the inclination, you can visit other PCA regions and visit their tracks!

I've been hooked ever since! And I also now know to never be afraid to ask someone for their advice at the track. The first time Ryan and I went, we barely knew anyone. Now we have made many friends, that even if we only see a few times a year, it's like we haven't missed a beat. Who is ready to come make some new friends? If you're up for it, head over to www.clubregistration.net and register now!

Also, don't forget about our new member socials! April 14 at Auto Edge, April 21 at Imola, and April 22 in Rochester.

Advertiser Directory

311RS	37
Auto Edge	BC
Bill Wolfson, Commercial Real Estate	7
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 Photoworks	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

From the Editor . . .

It's April and we know what that means . . . it's driving time! Although first, before the start of the 2018 driving season, we have our annual All Membership socials at two of our advertiser shops in the Twin Cities: Auto Edge and Imola. And a third one for our southeast Minnesota club members (and any and all who'd enjoy a drive 'down south') in Rochester at Werkstatt for a social and tech session. Feel free to attend one close to home, or far away. Or all three for that matter! Always fun and informative.

The Rochester tech session will be at Werkstatt, as mentioned above, where it WAS scheduled last year but had to be cancelled due to a fire! Fortunately, the O'Neill's stepped right in and volunteered to host the get together as they have in the past. Always great hosts, it was fun and the pizza was yummy. But this year we are trying again and plans have been worked out to be back at our 'original' location. Am sure it's been quite the year for Werkstatt and we are happy we can support their efforts to get 'back to business!'

And it's always interesting over in Maplewood. As it is at Imola, two of the premier shops in the Metro area - head on over to one or both get-togethers. Great time to learn about our events and programming if you are relatively new to the club or just to hang out and check in after what's always a rather LONG winter here in Minnesota.

And naturally now Driver Training and Driver Ed are right around the corner, too. And with all the dates in the calendar make sure you get them on YOUR calendar. Don't forget registration is on clubregistration.net. First Fling awaits you and your Porsche.

But the BIG event has to be our online 'auction' for the next charity calendar, the 2019 version! At this writing our Auction/Purchase option is actually winding down with only ONE month left in the calendar. And raffle tickets still available for that drawing for the December position. A premier spot in any calendar, in my personal opinion. This year's charity is the Boys and Girls Club in honor and memory of Teresa Pfister who served (and was serving still) on their Board of Directors and was one of her favorite charities. Donations are welcome as we work this year with a goal in mind to top last year's efforts.

Couple of other quick comments about our calendar of events. We are including other organizations who share an automotive focus and I try to note which ones are actually organized by our club and which are local, community, car-centered events. Two very popular events are the MNCars & Coffee gatherings that have moved out to Canterbury and are the first Saturdays of each month, April through October. Our long-time member, Luis Fraguada Jr. has worked hard over the years growing this 'car show' and I know many members attend when they can.

The other informal Saturday car 'show' is the 'Cars and Caves' which will also be monthly car show and garage open houses held the LAST SATURDAY of the month beginning April 28. Located at the Chanhassen Autoplex and open from 8 a.m. - Noon. So plenty of opportunities to gather with like-minded Automotive fanatics.

And not too far in the future is our annual Club Race and Driver Ed festivities the last weekend of July. This is always a great weekend of track action, post track socializing, etc, that includes our annual silent and live auction of what I call truly a 'guy's auction' with all the car stuff, tools, car art, you name it! Scheduled for July 27-29, this is a weekend for one and all, family, friends, kids included. Weather is invariably perfect Up North summer wonderfulness!

So think about where YOU will be that weekend; on the track, spending money at the auction, volunteering to staff one of the many roles needed to make this event run smoothly? When the call comes, to volunteer, to donate, to whatever plan on being there! I will . . . so see you there, if not before.

by Christie Boeder, '73 911



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B W

APRIL**2018 SEPTEMBER****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, Time, late morning - Details TBA
- 22 Nord Stern's All Membership Social- see Pg. 11**
Time: 1 p.m., Gina and Brian O'Neill's Home, Rochester
- 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
- 6 Auto Fair @ Porsche St Paul**
Porsche St Paul, 2490 Maplewood Dr, 10 a.m. - 1 p.m.
- 12 InterMarque Spring Kick Off Car Show**
Downtown Osseo, 10 a.m. to 3 p.m. See ad on pg.25
Porsches Welcome

JUNE**2018**

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

JULY**2018**

- 7-8 Ralleye De Valleye**
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, Not run by Nord Stern or PCA:

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.com

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

MN CARS AND COFFEE - See Ad**CARS AND CAVES - LAST Saturday of the Month**

A monthly car show and garage open house held at the
Chanhassen Autoplex from 8 a.m. - Noon

April 28, May 26, June 30, July 28,
August 25, September 29.

***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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Luis Fraguada

Director of Operations

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Fax: 763.498.7710

Cell: 612.275.7617

luis@gatesgeneralcontractors.com

Restore | Create | Renovate

Join us for the Car Season Kickoff!

Bring your classic Porsche, Mercedes or Audi to show on May 6th.



Hot dogs, brats, drinks, door prizes and more.

All proceeds will benefit Children's Cancer Research Fund.



**PORSCHE
ST. PAUL**

Porsche St. Paul

2490 Maplewood Dr, Maplewood MN 55109
Contact George Andeweg gandeweg@hotmail.com



MN Cars & Coffee™

Canterbury Park

1100 Canterbury Rd
Shakopee, MN 55379



www.mncandc.com

@mncandc



First Saturday of the month April -October 8am-11am

Free to enter and spectate

Food trucks and beverages

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

Save the Date Nord Stern's Annual Club Race

& Driver Ed July 27 - 29 See you there!

The Loonacy! Driver Ed and Club
Race Weekend . . . Wants YOU

It Takes a Village - Volunteer if you
aren't driving!

- ✓ Driver Ed sessions - 3 days:
Friday, Saturday and Sunday
- ✓ Race Group session - Friday
(test and tune), Saturday,
Sunday
- ✓ Silent Auction - Saturday
afternoon
- ✓ Live Auction - Saturday after
track closes,
- ✓ Track Socials - after track
closes
- ✓ Cost - NO admission fees ever
for spectators!
- ✓ LOTS of track-prepped P-Cars
- ✓ For DE and Race participation
register at:
clubregistration.net
- ✓ See you there!



For The Love of Porsche

*Text and Photos by Tom Stabler,
reprinted from March 2018
Pando, Orange Coast Region of
PCA*

I've been doing several upgrades to a 2002 986 Boxster, and in a tribute to James Dean and the 550 Spyder he worked on and drove that fateful day, I named my project "Little Bastard" as an homage to his Porsche.

In the process of selling my 1992 Porsche 968 Race Car, I realized the depth of effort it takes to actually sell a race car. When sold, I turned my attention to researching and finding a performance/sport road car and focusing on its road handling capabilities. So far, I'm pretty excited at what I've found and I'm enjoying a restore/refresh project. Needless to say, about five days without a Porsche in the garage was filling my mind.

It is no secret, Porsche Boxster's are prolific and affordable on the market right now. Generally, for the price of a new FIAT 500 or Kia Rio, you can have a relatively decent example of "the car that saved Porsche." The mileage varies, and the wear and tear is sometimes apparent (remember we're talking used cars here.) However, the thrill of having that gold, black and red crest reflecting back at you when you turn on the garage lights presents an opportunity that several are taking advantage of right now.

The 986 is known as "the car that saved Porsche," which makes it significantly historic. However, don't look for one to bring \$300k at Russo and Steele or RM Sotheby's. In the mid-1990's, Porsche was in serious financial trouble. While the marque would probably never have gone away, there certainly was the threat of acquisition by another car company. Think Tata now owning Jaguar and Land Rover. Designer Grant Larson, who was inspired by the 1950s 356 Cabriolet, Speedster, and 550 Spyder, penned a design that was touted widely! Porsche then took a note of the Toyota playbook and started sharing parts among its models — eliminating cost prohibitive logistics and manufacturing. Experts say the launch of the Boxster may have saved Porsche from possible acquisition.

All said, I liken the 986 and 987 Boxsters to the fabled and historically unloved Porsche 914. The 914, introduced in 1969, was a joint venture between Volkswagen and Porsche who were both looking to replace Porsche's entry level 912 and Volkswagen's Karman Ghia with new models. Available with a mid-mounted 1.7, 1.8 or 2.0 liter air-cooled flat-four; or the upgraded 2.0 liter flat-six, the 914 was a serious sports car for the entry-level Porsche enthusiast. Production ended on these cars in 1976 as Porsche moved toward the front-engine, water-cooled 924. In retrospect, the

914 was essentially Porsche's "stepchild." Purists would refer to the car as a "Volkswagen" and weren't necessarily popular on the "pre-owned" market. For a long time you could pick them up at a reasonable price, but not necessarily any more.

Some people think the same could be said for the current crop of 986's. Not seen as collectable, not physically built in Stuttgart, and a flood of mass production (remember, it did save Porsche) the car now sits in used car lots much like the 914 did in the 1980's and 1990's. Regardless, the DNA is a Porsche, and by default, makes them fun cars begging to be driven! So consider, just like those "would-be enthusiasts" in the 80's, the 986 offers a lot of performance and intrigue for the current crop. It should be mentioned that similarly, the first run of water-cooled, rear-engine 911's were also introduced at the same time (1999-2005) as the Boxster. The 996, as it is known, is also a sports car bargain at the moment, as some consider it a stepchild of the 911-set.

So I started to think - on a limited budget, looking for Porsche performance, missing the badge in my garage, and hungry to get back on a race track — what to do? Research of local available cars led me to a used car dealer in Santa Ana called Western Motors. They were a nice bunch of guys — clearly understanding the car business and selling the typical variety of higher mileage "nicer" luxury, sports cars and SUV's. Similar car dealers are across the US and personally, I prefer dealing one-on-one with people in private sales.

The car I found was a dark metallic "Seal Grey" 986 with a grey top and interior sporting 151,000 miles on the clock. Risky? Heck yes! However, I spent a great deal of time working on the car to create exactly what I wanted.



Continued on page 38

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 'worse' 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*

ClubTalk ... Mis- cellaneous Chatter!

From Past President
Paul Ingebrigtsen:
"Porsche Haus South"
aka Florida.

Editor's Note, I'd say
this falls into the 'Best
Part of the garage and
can't say I see anything
tht would qualify as
'worst!'



Just got my Panorama and see **Kim Fritze** has
received a 2017 Appreciation Award for being
the National audit chair, she has also been the
Zone 10 Rep and the president of our club. Thanks.
Kim for all you have done for thePorsche brand.

– Stephan Meydell

Two Thumps Up, as well, Congrats Kim!

– Jerry Greene

Congratulations. Well-deserved !

– Mark Pladson

She's such a Rock Star! Congrats, Kim.

– Michael Grabner

A long time ago in a long failed startup I met Keith.
I was driving my '66 911 on occasion to the office.
Keith took notice and years later when he and Kim
bought a Cayanne they decided to come to the track.

Long story short, they slide down the slope and
became rock stars in the PCA world.

Congrats Kim and you too, Keith!

– Jon Beatty

Indeed, true story Jon! The failed startup where we first
met and the 66' 911 part of the story anyways!

Driving all of our Porsches and loving them! And we
both have thoroughly enjoyed serving PCA.

– Keith (and Kim) Fritze

Congratulations to Kim, a very well-deserved
recognition. Your enthusiasm for Porsches, for Nord
Stern and PCA truly exemplies the unofficial motto of
'it's not just the cars . . . it's the people!'

– Christie and Bruce Boeder

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



Editor **Bobbi Miller** offers literary rides on several tracks for those who can't wait to roll their Porsches out early this spring. There is a followup on a previous article on "A Little Ride With Roger" as well as rides at the Varmint school and even a ride with Ruf.

– Ron Faust

April 1994

- The cover features **Guy Reeder's** petrol blue 1980 SC Targa. **Kim Crumb** contributed an unusual rear cover shot showing a space shuttle taking off.
- A vintage street race in Waseca is being planned by **Hank Godfredson**, with an accompanying concour and fish fry.
- **Kim Crumb** writes three and a half pages on his spring travels. After presenting his "Fast Driving Attitudes" talk in Tampa, he heads to RennTech in Miami. He recognizes the "race gleam" in the shop owner's eyes, "all the action is moving to 17's and 18's" he says. Then he takes in a space shuttle launch—"the ground trembles, the sound is authoritative and the spectacle is . . ." way better than on TV. Thence to his 7th consecutive Daytona 24-Hour Race, before a three day Varmint cart racing school.
- **Tim McLynn** and **Dave Ellison** give their takes on the same school. Tim says instructor Calvin Fish is the best he ever had, coining the phrase "Committed to the Throttle."
- Autocross Chair **Scott Mayer** lists eight events for the year: 4 at BIR, 2 at Canterbury, 1 at Blackhawk, and 1 at Road America. **Bruce** and **Christie Boeder** are even planning a casual dinner at Siebkens pub in Elkhart, where all the most famous racers on this continent have hung out (and autographed the ceiling).

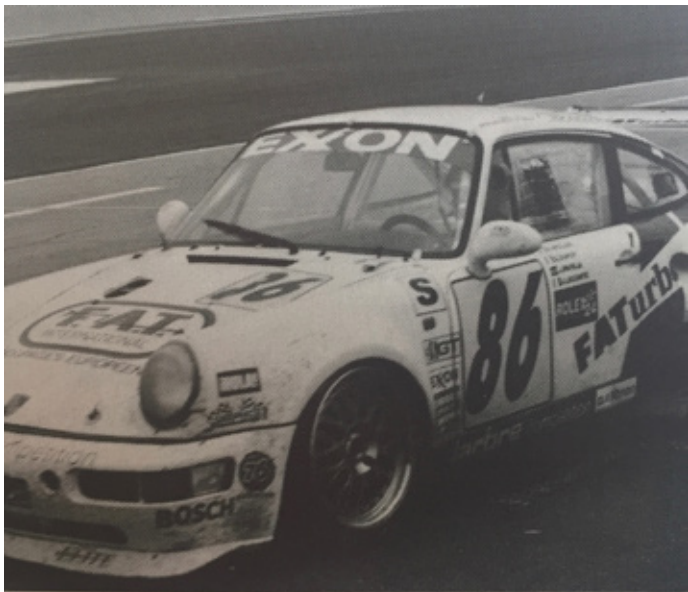
- In the November 1993 issue **Dick Ingebretson** had written about "A Little Ride With Roger" in which he "convulsed in fear and his rib cage came up into his mouth" going through Turn 1 at 145. Not only did Dick see Jesus when they went under the bridge after Turn 8 but he saw other biblical characters as well. Well, in this April 1994 issue **Roger Johnson** comes back with Part II and writes that it was all achieved with a simple device that, when pulled over the speedometer made all the numbers read higher.
- **Roger Johnson** next pens "A Little Ride With Ruf" in which he describes his visit to Ruf Automobiles GmbH in Pfaffenhausen, Germany. The cars they were working on were dazzling as expected, but then Luis Ruf suggested they go for a drive in a Carrera 2 twin turbo they had been working on, modified with lots of goodies to produce 370 hp. Roger got to drive home.
- The Marketplatz offers:
 - 1964 356C #130175, restored for \$16,900
 - 1980 911 SC Targa
 - 1980 944 for \$7,500
 - 1991 944S2 Cabriolet
 - 1988 924S for \$8,000
 - 1984 944 in guards red for \$5,900 but may consider trade for a speed boat
 - 1962 356B S-90 #804877 for \$12,500
 - 1991 Carrera 2 Targa for \$44,000
 - 1988 944 Turbo for \$17,900
 - 1964 356C Coupe #130175 for \$16,900






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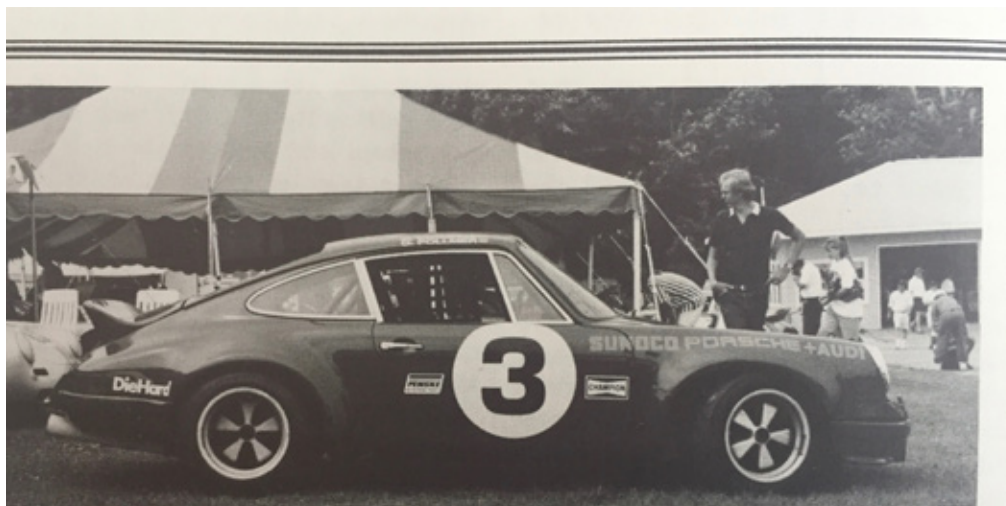


DEREK DALY AND NORBERT SINGER





The Scans Continued . . .



PCA Juniors!

Courtesy PCA.org

PCA Juniors is a program for Porsche enthusiasts under age 18.

Participants must be registered by an active PCA member.

What is the **PCA Juniors** program?

It's not just the cars . . . and now it's not just the grown-ups!

With our new **PCA Juniors** program, PCA is about the kids too!

The **PCA Juniors** program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

Who is eligible?

Any child under age 18 who is registered by a current PCA member can participate in the program.



(Note: This is not a PCA Membership.)

What will the child receive?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Juniors ID badge. We look forward to developing the program and its features over time.

What does it cost to register?

It's FREE! Participants must be registered by an active PCA member, and there is no cost to join!

This book is unique within the somewhat limited genre of Autocross (“AX”) Books, because it was written not by an Autocrosser, but by a professional driving instructor. Ross Bentley’s book on winning Autocrosses is all about the driver – how he thinks, feels and reacts, and deals almost exclusively with the preparation, set-up, modification, and maintenance of the driver, not of the car. Adapting his time tested methods of teaching drivers how to go fast, Bentley (assisted by Per Schroeder, Tech Ed of Grassroots Motorsports and winner of more than a few SCCA National Tours, Divisional Championships and Solo II National trophies) clearly details techniques which help AX drivers maintain control and dominate a course. His writing is fast-paced and precise, just like a good AX run.

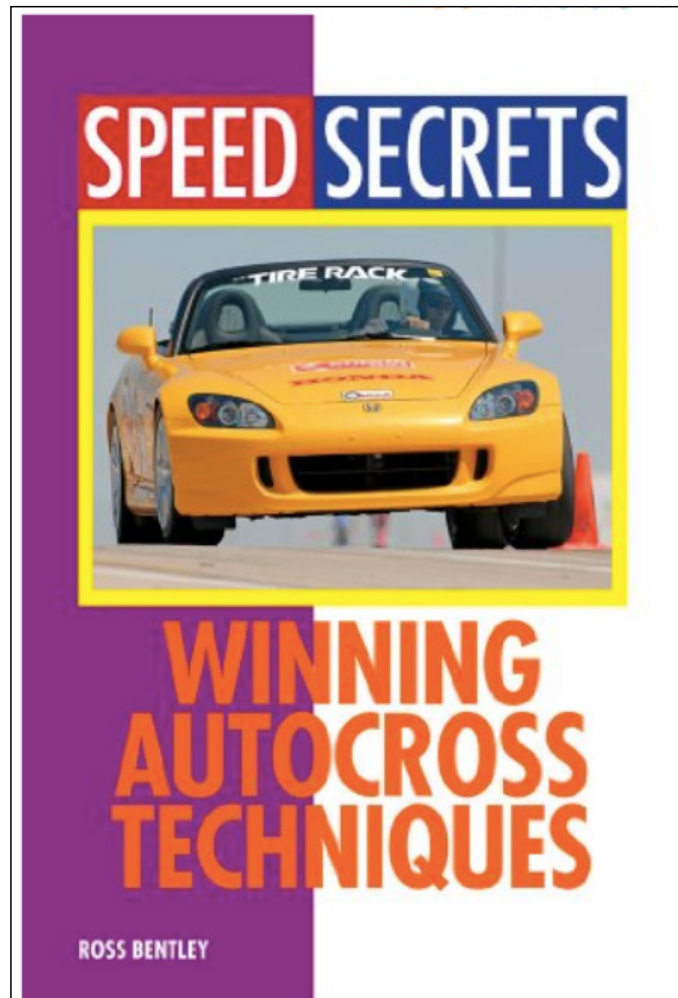
Mostly narrative, the book does include color photos (only one of a Porsche) and graphics to illustrate key points. As befits a book written by an instructor, it has an almost conversational style, tending to follow that old admonition to a military instructor, “tell em what you’re going to tell ‘em, tell ‘em, then tell ‘em what you told ‘em” In a book, such redundancies are a bit off-putting at first, – it sometimes seems that the author said something two different ways and forgot to edit out the one he didn’t want to use – but this approach does reinforce what he is trying to say. True there are some rough spots in the managerial editing – figures referred to by number in the text, but not numbered on the illustrations themselves, other figures numbered but not referred to by number, and other figures showing gaps in the numerical sequence – but these lapses probably won’t be noticed by the average reader; the book reads well and flows nicely despite these minor glitches.

As part of the “Speed Secrets” series, each block of ‘instruction’ in Speed Secrets – Winning Autocross Techniques is encapsulated into a Speed Secret. A few may seem self-evident, but others are rather insightful. All provide useful reminders of the detailed information provided in the book. In eighteen

chapters, forty-one of these speed secrets are developed. These speed secrets are tabulated in the back of the book for easy review and mental refreshment. As with other books of this genre, Bentley promotes driver improvement vs. car modification, as the most cost effective route to faster Autocross times: ‘secret’ number 8 is “Look to your driving before adjusting your car’s handling.”

Ross Bentley devotes a good bit of the book on how to read a track and the proper walking of the course. This focus may seem misplaced to Zone 8 readers, but in most of the country, even PCA AX tend to consist of three or four timed runs, period. In California, we are fortunate to have multiple sessions of multiple practice runs, as part of the AX concept.

Speed Secrets – Winning Autocross Techniques is a handbook sized paperback of 158, 6 x 9 inch pages. It is available from <http://www.amazon.com/books>. Interestingly, at roughly \$32, this autocross book is the most expensive (in demand?) of the Speed Secrets series.



Book Reviews for Porsche- philes . . .

Speed Secrets -Winning Autocross Techniques

*by Ross Bentley, published 2009
by Motorbooks International*

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

Fix . . . Your . . . Flat . . .

By Pedro Bonilla,
Pedrosgarage.com,
Published December 2015
issue of "Die Porsche Kassette"

We all love driving our cars, so eventually we'll get a tire puncture.

I've had six in 18 years (265,000 miles) of Boxstering.

I have good news and bad news for you.

First, the bad news: The newer cars (981s, 991s, 987s and 997s) don't even come with a spare tire, so how can you avoid getting stranded in the middle of nowhere or having to wait hours for a tow truck to appear?

Now, the good news: You can fix your own flat!

- Here's a list of what you'll need:
- Wheel lug wrench and special tamper-proof socket if required.
- Jack
- Tire repair kit (plug type). Go buy one now for each car.
- Electric (12 VDC) air compressor
- Pliers

The older models have an emergency spare tire in the front trunk, but this tire is to be used at low speeds (55 mph maximum) and short distances (50 miles maximum). They are also inflated to 60 psi and in most cases, since they are stored out-of-sight, when needed, the pressure has slowly dropped to unusable levels.

In the spare tire's rim or in a cubby hole in the trunk are the factory tools and scissors jack to perform the operation.

But I've found that it takes less time and less effort to repair your tire (in situ) than to remove the punctured tire, install the emergency spare, drive to a tire store, have the puncture repaired, replace the tire, and store the spare.

Since the newer models don't even have the spare at all, Porsche supplies the owner with a fix-a-flat can of "goo". Although somewhat effective on the smallest of punctures, keep in mind that if you use the goo, it will cost you a pretty penny to have the wheel cleaned, before a new tire can be installed. That stuff is a nasty, sticky slime that is very difficult to wash off.

Using a portable 12 volt air compressor, inflate the newly fixed tire to the recommended pressure (+/- 35 PSI). For exact tire inflation pressure consult the sticker on your driver's door or door jamb.

Quickly (before the cement dries) insert the plugging cord using the "pickle fork" tool.

By using a quick in-and-out motion into the tire. The plug will remain in place when the tool comes out.

You can now cut the protruding plug off with wire cutters or a sharp knife. If no cutting tool is available, leave it. It will wear out as you drive.

Take a plug strand from the kit and place it in the "pickle fork" tool, also found in the kit, and apply the supplied cement liberally on both the plug strand and the (reamed) puncture hole.

The cement will act as a lubricant allowing the plug to go in easier as well as sealing the puncture.

The pickle fork should hold the plug strand more or less in the middle.

Using the special ream tool in the tire repair kit, ream out the puncture. Because of the steel belts in some tires, it could be hard work. But this step is necessary to ensure a good puncture seal.

Using pliers pull out the nail or screw.

To remove the tire:

- a. Take the wheel lug wrench from the tool kit and loosen every lug bolt.
Note that most Porsches have a tamper proof lug bolt on every wheel and you will need to use the factory-provided matching socket.
- b. For extra safety, make sure the car cannot roll off the jack by wedging an object under the other tires, using it as wheel chocks.
- c. Once the lugs are loose, put the scissors jack in place and slowly raise the car. There's a jacking point just in front of each rear tire and just behind each front.
- d. When the wheel is off the ground, remove the lug bolts and pull the wheel off.
I need to point out that not all punctures can be repaired. If the puncture is on or very near the sidewall, it should NOT be repaired. However most punctures of the tread (contact patch) may be repaired unless the tire has been torn open or has a large gash.

For the majority of punctures, caused by nails, screws and similar, here's what to do:

Once you notice that you have a flat, carefully reduce your speed until you can safely stop away from traffic.

Avoid driving on a deflated tire, because the car is more difficult to control and because the tire will be damaged beyond repair.

When pulling off the road, make sure you don't put yourself in danger. Try to stop in more or less level ground. If you have emergency triangles, place them a few hundred feet before traffic sees your car. Also make sure that your emergency flashers are on and that you are visible to traffic.

Now you need to find the culprit.

If you can't see it immediately, roll your car a few inches forward or backward and check the tire again.

Once you identify the cause, you can opt to fix it in place (if you have enough room to work) or you can remove the tire and work more comfortably.

If you removed the tire, remount and tighten lugs lightly.

Lower the car and finish torquing the lugs (96 ft-lb).

Store the jack and tools.

The car is safe to drive right away.

It is not recommended that a plugged tire be used at high speeds, because the tire may lose its "Z" rating after a puncture. But having said that I have repaired all of my punctures that way and have never had any problems whatsoever. The repaired tires were used normally after plugging and were replaced when the rest of the set was worn and the plugs were still intact.

These photos are from an actual in-situ tire repair performed during the West Coast Boxster Fest (WCBF '07) in Lake Tahoe, NV, on my own loaner Boxster S.

I want to thank Martin JF for taking the photos and more importantly, for letting me use his tire repair kit and his portable air compressor. Thanks, Martin. You saved my day.

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**2018 PCA
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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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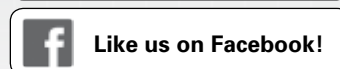
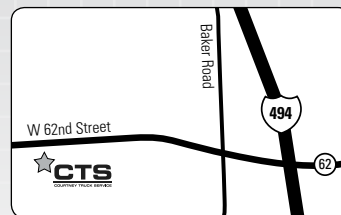
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- No run groups
- Multiple drivers allowed per car
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- Prior High Speed Track Driving Experience
- Vehicle Tech Inspection Required
- Contact us for details

Contacts:

- Linda Schmid - linda@slowpokes.org 952-943-9567
- John Cunico - jcunico@aol.com 651-726-4814
- Andy Schmid - ams@amschmid.com 952-943-9567
- Jim Bahner - jim@qualitytapeinc.com 651-492-9459

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The Times They Are a Changing

*by Danielle Badler,
Rocky Mountain Region PCA,
High Gear, March 2018*

Very few things in this world are forever. Although, to me, the words of Bob Dylan come close. They resonate. They ring true. They maintain their timelessness, and their relevance.

Take “The Times They Are A Changing” and take a quick glance at the rapid-fire changes sweeping across all forms of the automobile business, from product development to racing.

A recent piece in Autoweek talked about how Porsche plans to “stabilize” deliveries, in order to “preserve the marque’s exclusivity, rather than rapidly seeking even higher production volumes.”

Porsche CEO Oliver Blume is quoted as saying “Tradition is a commitment. Without our tradition and without our core values, we would not be where we are today. We plan to uphold the standard of technical excellence set by Ferry Porsche well into the future. Intelligent dynamic mobility has a great future ahead of it. And we have the solid technological expertise, creative employees and unique team spirit to be involved. We have what it takes to ensure that the Porsche brand continues to fascinate — even in another 70 years.”

He goes on, “There will be a triad: plug-in hybrids, emotional sports cars with combustion engines, and sporty electric vehicles. There will always be demand for intelligent sporty mobility. At Porsche, the driving experience will always be at the forefront, but in a traffic jam or when you park a car, the driver might want to hand over control of the vehicle.”

What to make of this pronouncement? I hope he’s right. I really do. But I have my doubts. And it begins with use of the word “always.” The fact is, there is no “always” when it comes to products developed and marketed by people. The products, in point of fact, have NOT always been there and, by inference, there’s no guarantee that they will continue.

In his January, 2018 column in Car and Driver, Ezra Dyer looks at how Mercedes “is pondering the question of how it will stay relevant in the face of automation and electrification, forces that threaten to homogenize the automotive market.”

Dyer rides on a 41-foot Cigarette Racing SD GT3, whose power comes from two twin-turbo 1100-hp DOHC 9.0 liter V-8s from Mercury Racing ... with

a “gigantic AMG logo spanning each side of the boat.” No, there’s no AMG powerplant underfoot. But it doesn’t seem to matter. It’s a branding exercise, plain and simple.

Dyer talks to Gorden Wagener, Mercedes design head, who tells him that the hook-up makes sense for both parties. “Both Cigarette and AMG cater to rich people who like things that look cool and go fast... Hence, AMG boats.”

It turns out Wagener challenged his design staff to imagine the near-future world and all the ways Mercedes could fit into it. Out came a book called “Sensual Purity,” filled with “not just sleek future cars, but houses, bridges, and public spaces.”

Dyer says, “It’s a preview of a world where car companies aren’t just car companies.... You’re mad Ferrari will make an SUV? Wait till it makes a toaster.”

Then I came across another piece from Autoweek, bearing the headline “IndyCar’s Challenge: Figure Out How to Attract the Next Generation of Fans.”

According to the author, “Nobody, it seems, really knows how to attract the millennials.”

IndyCar president of competition and operations Jay Frye “thinks it’s a multi-layered issue. He believes the packaging of auto racing can attract millennials through streaming and virtual technology. But as far as the competition on the race track, Frye believes the key is attracting the generation before the millennials, known as Generation X.”

The idea is to, first, connect with Generation X, in order to get them to the track. Then, the strategy is to appeal to millennials, with streaming videos and other digital platforms.

Uh, ok! Although this sounds a bit like the old Steve Martin routine on how to get a million dollars and not pay any taxes. Do you remember? First you get a million dollars ... then, when the IRS calls, you say “I forgot.” Or the Saturday Night Live routine about how inflation is your friend. “Who cares? We’ll all be millionaires!”

What to do? For inspiration, I turn back to one Robert Zimmerman, who wrote, nearly 50 years ago,

“Come mothers and fathers throughout the land

And don’t criticize what you can’t understand

Your sons and your daughters are beyond your command
Your old road is rapidly aging.”

Cheers.

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26TH ANNUAL VINTAGE FOREIGN CAR SHOW

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**MAY 12
2018**



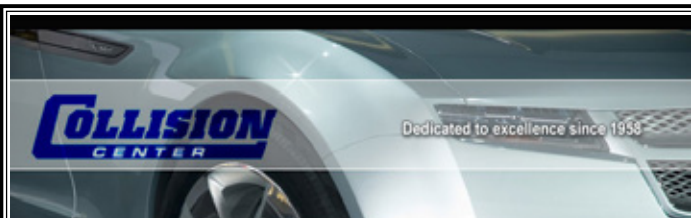
AWARD PRESENTATION AT 1PM*
CRAFT SHOW
+ AFTERNOON RALLY
HOSTED BY THE TWIN CITY RALLY CLUB!

THANKS TO OUR CLUB SPONSORS!

Lotus Owners Of the North (LOON) • Jaguar Club of MN • Citroën Club of MN
Alfa Romeo Owners Club, St. Louis del Nord Chapter • MN Austin-Healey Club
Mercedes-Benz Club of America-MN MB Section • Metropolitans from MN
MN United Mini (MUM) • MN MG Group • MN MG T Register • MN Triumph
Vintage Sports Car Racing (VSCR) • North Coast Borgward Club

This is a FREE* event open to 1998 OR OLDER, FOREIGN motorcars, motorcycles, scooters, and racers. FIRST COME FIRST PARKED. Placement starts at 9 am. Parking staff will be on hand to direct arrivals. Groups wishing to park together MUST ARRIVE EN-MASSE. *Please bring a non-perishable food item to donate. Visit InterMarque.org for a map + updates.

*Girl Scouts (Traveling Luncheons) will be handling the voting to help raise funds for their trip to Europe.
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Innovation meets tradition:

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

Porsche Classic supplies classic parts from a 3D printer

“No longer available” – for collectors of rare classic cars, the unavailability of spare parts can quickly lead to problems. In the worst case scenario, the car may even be forced out of action. Porsche Classic, the division of Porsche dedicated to classic vehicles, has come up with a solution to this problem.

Namely, producing extremely rare parts that are only needed in small quantities using 3D printers. All parts that are produced using the 3D printing process meet the requirements in terms of absolute fidelity to the original specifications – both from a technical and a visual perspective.

The Porsche Classic range currently includes some 52,000 parts. If a certain spare part is no longer in stock or stock is dwindling, it is reproduced using the original tools. For larger quantities, production may require the use of new tools. However, ensuring the supply of spare parts that are only

presents an economic alternative for the production of small quantities. Say, for example, the release lever for the clutch on the Porsche 959 is no longer available. This component made from grey cast iron is subject to very high quality requirements, but is in very low demand – not least because only 292 of these super sports cars were ever produced.

The only manufacturing process worth considering would be selective laser melting. To manufacture the release lever, a layer of powdery tool steel less than 0.1 millimetres thick is applied to a processing plate in a computerised process. In an inert atmosphere, a high-energy light beam then melts the powder in the desired locations to create a steel layer. Thus, the complete three-dimensional component is produced, layer by layer. Both the pressure test with a load of almost three tonnes and the subsequent tomographic examination for internal faults were passed by the printed release lever with flying colours. The practical tests with the lever installed in a test vehicle and extensive driving



required in very limited numbers sometimes poses a major challenge, even for the experts. Producing small batches using new tools would be largely inefficient. Before embarking on a project to produce a particular component, Porsche Classic always evaluates various manufacturing processes.

Additive manufacturing is an alternative

As the quality of “additive” manufacturing processes continues to improve with generally decreasing costs, this form of manufacturing

tests confirm the impeccable quality and function of the component.

Printing steel and plastic

Due to the consistently positive results received to date, Porsche is currently manufacturing eight other parts using 3D printing. The parts in question are steel and alloy parts produced using the selective laser melting process, and plastic components manufactured using an SLS printer. SLS stands for selective laser sintering,

a process where the material is heated to just below melting point and the remaining energy is applied through a laser to fuse the plastic powder at a selected point. All parts are subject to the quality requirements of the original production period as a minimum, though they usually meet higher standards. Accuracy in terms of size and fit is ensured



by performing tests with the part installed. Depending on the area of application, plastic parts made of various materials as in the original must be resistant to oils, fuels, acids and light.

Porsche Classic is currently testing whether



3D printing is suitable for the production of a further 20 components. The benefits: Three-dimensional design data or a 3D scan of the component is a sufficient basis to commence production. The components can be produced on demand if needed, thereby eliminating tool and storage costs.



Pics, Top: Spare part, Porsche 911 Speedster

Middle: Spare part, Porsche 356 B and 356 C

Bottom: Spare Part, Crank arm Porsche 964

Out and About: Russ Hagen's Toy Box Benefit for Special Olympics

Photos by Roger Johnson

Fresh from the lawn at the Amelia Island Concours two weeks ago is this 1958 Carrera GT GS Speedster.

In this time there were GS for road use and GT for track use Carrera's. The GS actually had a heater.

Only very special cars are displayed at the Amelia Island Concours by invitation only



Hagen's 1960 RS-60 Type 718. 1.6 liter 4 cam

Finished 3rd at Sebring in 1961 and 2nd in 1962

Extensive race history

Beautifully restored Speedster's and some very special boats.



Latest addition to the Hagen Collection: 1958 Carrera Speedster and a fresh 4-cam engine

Autocross

Opportunities!

by Andy Golfis, updated from April 2017

If you are married and live in Minnesota you already know that your entire summer is already over, booked with warm weather activities your wife or husband have been planning since New Year's Day. But unlike all of those resolutions that you have since forgotten, those summer weekend dates are cast in stone and are not going to be cancelled or moved. You have been looking forward to these events all winter long if they involved driving your favorite summer car.

Unfortunately, there just isn't enough summer to fit everything in, which brings me to the current scheduling conflict of this upcoming summer.

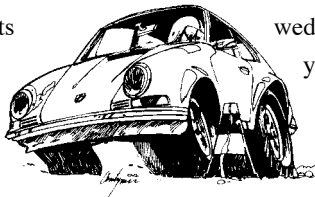
Nord Stern has been working to give members more inexpensive opportunities to

drive their cars in a safe and controlled venue while testing the limits of their car's ability, as well as their own. To this end we have posted the Minnesota Autosports Club (MAC) schedule for Autocross events statewide (published in the newsletter).

Nord Stern is again jointly sponsoring a couple events: July 15 and September 9 at Dakota County Technical College. Plus there are two Novice events April 21/22 and June 2/3. Contact Andy for further information!

Remember, if you are the kind of person that goes out to the garage in the middle of winter and pulls off the dust cover just to look at your car when no one is around, rest assured you're not alone. We are trying to give you as many opportunities to look at it as well as drive the wheels off it, without the fear of a ticket! Make sure you get the date on

your summer schedule so you have a fighting chance at getting to as many Nord Stern events as you can. Really, how many weddings and family reunions can you handle?!!



2018 BIR / RA Track Schedule

- Driver Training First Fling: April 27 at Brainerd International Raceway
- Driver Education First Fling: April 28-29 at Brainerd International Raceway
- Club Race AND Driver Education: July 27-29 at Brainerd International Raceway
- Driver Training Last Fling: October 5 at Brainerd International Raceway
- Driver Education Last Fling: October 6-7 at Brainerd International Raceway

RALLEYE DE VALLEYE

formerly THE WALLEYE 1000



"A FUN 2-DAY DRIVING EVENT" JULY 7-8, 2018

- Join us as we drive our vintage wheels along the winding backroads of Eastern Minnesota and Western Wisconsin, starting from the Twin Cities, south to La Crosse WI and returning the next day.
- Select your overnight accommodations from a reserved block of rooms at the Radisson La Crosse and park your vehicle overnight on-site. Or, there is free, covered, non-secure parking one block away.
- 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 Valleje 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**

TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2018

DATE	EVENT	SPONSOR	LOCATION
March 18	EARLY SNOW/FUN EVENT	MAC	DCTC
April 21st	NOVICE DRIVER'S CLASSROOM		DUNWOODY
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	PRACTICE AUTOCROSS #1	MAC	DCTC
June 2nd	NOVICE DRIVER'S CLASSROOM		DUNWOODY
June 3rd	NOVICE DRIVER'S SCHOOLS #2	MAC	DCTC
June 9th	AUTOCROSS MOWOG #3	MAC	DCTC
June 24th @	AUTOCROSS	CVSCC	CLAIREMONT LOT, EAU CLAIRE
July 15th @	SUPERSUNDAY AUTOCROSS I	COM / PCA	DCTC
July 22nd	PRACTICE AUTOCROSS #2	MAC	DCTC
July 29th	AUTOCROSS MOWOG #4	MAC	DCTC
Aug 11th	PRACTICE AUTOCROSS #3	MAC	DCTC
Aug 12th	AUTOCROSS MOWOG #5	MAC	DCTC
Sept 9th @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 22nd	AUTOCROSS MOWOG #6	MAC	DCTC
Oct 13th	AUTOCROSS - MOWOG #7	MAC	CANTERBURY PARK
Oct 14th @	AUTOCROSS - MOWOG #8	MAC	CANTERBURY PARK
Oct 20th	AUTOCROSS - MOWOG #9	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.cvsc.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”

How To Get Over The Winter Car Blues for \$20

by Andy Golfis,
1994 968 Cabriolet,
2007 997

Answer these questions:

- Do you want to drive your Porsche but can't?
- Do you like to race cars?
- Do you like to watch racing?
- Do you love to win?
- Do have some extra time on your hands in the winter?
- Do you consider yourself creative?
- Do you like to drink good beer?

If you answered yes to any or all the above list do I have a \$20 solution to those winter car blues. It is the **Fulton Beer Taproom Pintwood Derby**. This grownup take on the pinewood derby race is the perfect cure for the need for speed. It started two years ago and has grown every year in size and creativity. The price is \$20 for which you receive an official pinewood derby car kit and are entered in the pintwood derby race.

My son thought it would be fun to enter us as a team one week before the race, which didn't give us much time. The science of pinewood derby race cars has advanced considerably since I had last worked on a pinewood derby car for boy scouts some twenty years ago. What I found on the internet



was that less is more when it comes to the design of pinewood derby cars. Most of the fastest cars are nothing more than a sliver of a body with wheels. What fun is that? Back in the day my sons and I were known for some of the best looking and fastest cars on the track. We had done a couple Lamborghinis and Ferraris but no Porsches. It was time to correct that error; this would be 997 tribute cars.

After getting all the material that I needed I had four days to transform the pinewood block into a sleek 997



so that my son could paint it (did I tell you that my son is an artist?). While he was painting the car, I was working on the wheel and axels (known in the derby circles as the speed components). Once the

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Continued on page 37

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.

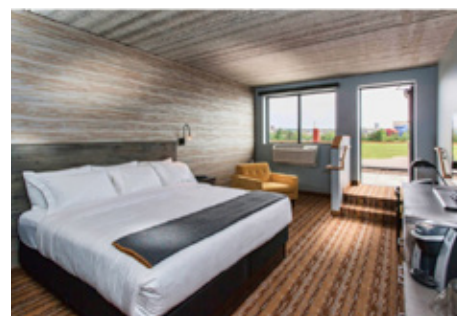
Costs

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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SINGLE, ARTSY LADY SEEKS SINGLE ARTSY GUY. If you love painting, decorating, baking and knitting, we are a match. Please be over 30 and willing to take art classes.

FATHER OF EIGHT seeks lady. Must love kids, be fit to jump in and join the fun. Training would be helpful.

ADVENTUROUS CAT seeks adventurous cat owner. Must be employed and willing to be especially fond of black and white cats. All responses answered. Looking for that match.

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Dan Perinovic, Agent
7048 E Fish Lake Rd
Maple Grove, MN 55311
Cell: 612-558-3738 Metro: 763-425-9800

Look no further.

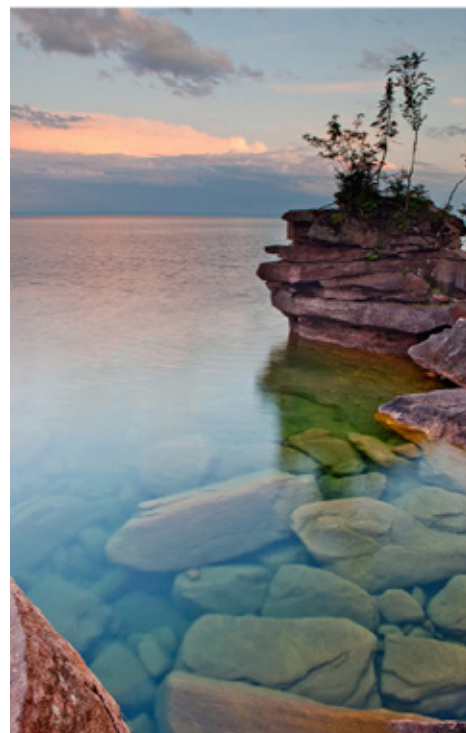
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March 2018 Business Meeting Minutes

by Betsey Porter, Secretary

The March business meeting of Nord Stern was called to order at 7:01 p.m. by President Lara Dant.

President's report – Lara Dant

- Welcome members Steve Herron, Wis Wyatt and Scott Morse!
- Lara and Ryan attended the Zone 10 President's meeting
- They really want to encourage Clubs to submit all paperwork online
- National has made updates to their social media guidelines. Lara will send to Betsey and Christie
- We should submit ourselves for national awards every year:
 - ✓ Family of the Year
 - ✓ Charity of the Year
 - ✓ Newsletter of the Year
 - ✓ Website of the Year
 - ✓ Region of the Year
- Reminder about insurance form for minors
- Parade is in our zone this year! Lara will send out info encouraging attendance on Club Talk
- 2019 is Nord Stern's 60th anniversary. Lara will put together an email recruiting for a celebrating committee.
- Lara has a line on a good speaker for the holiday party
- She will also look at venues

Vice President – Open position

Lara will check with Roger Johnson or Keith Fritze

Treasurer – Jeff Bluhm

- No report

Advertising – Lara Dant/Cathy Peronovic

- No issues

- It is group for the smaller local car clubs
- Suggest we donate \$100, submit to BOD

Autocross – Andy Golfis

- Updated the classes for novice, Christie will run it in the newsletter and will put out an eblast.
- It's a two-day event, one day in the classroom, one day on the track

Board of Directors

- No update

Charity – Mark Kriesch

- We have launched the 2019 calendar and have sold five spots already
- We have seven months and the cover remaining
- Our goal is to raise \$8,000 from the photos
- We are honoring Teresa Vickery Pfister and proceeds will go to the Boys and Girls Club of MSP
- Website this year is much better for this process

Club Race – Dave Sorenson

- Via email, Club Race is approved by National
- Lodging is selling fast!
- Dave wants to have a pre-meeting with Lara, Dave, Dave, Christie and DE Chair

Driver Education – Open position

- Still open position

DE Registrar – Dave Anderson

- Not very many registrants for First Fling at the moment
- Ed suggested to Lara to invite Dakota, Shoenesland, Milwaukee and Chicago Regions
- Members car numbers have been published in the newsletter

Driver's Training – Jim Bahner

- Via email, all is well
- Dave will suggest to Jim to create an email list for instructors

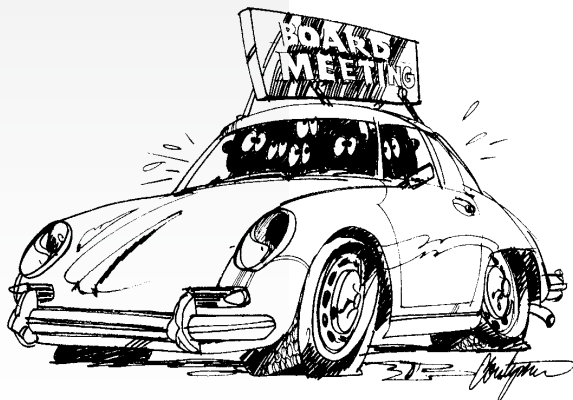
Fall Color Tour – Jim Holton

- Per Lara, rooms are going fast, sign up now! Further information is in the newsletter

- New advertiser featured in March newsletter

All Porsche Show – Phil Saari and Mark Koegler

- Via email, suggest we participate in the Intermarque Festival in Osseo on May 12



Historic Archivist – Kim Fritze

- No report

Insurance – Dan Perinovic

- Via email, have insurance in place for new member meetings
- Will get First Fling set up next

Membership – Ed Vazquez

Working on collection renewals and soliciting PCA members in our region who have not yet paid dues for Nord Stern.

Met Council – Bob Kosky

- No report

Newsletter – Christie Boeder

- March is in the mail and online

Octoberfest – Paul Bergquist, Mercedes Benz Club

- No report

Rally and Drives

- Open position

Safety – Paul Ingebrigtsen

- Via email, Paul sent updated rules for air-cooled cars at events.
- He has added the 996/997 turbo coolant issue correction as a strong suggestion. We can work towards making it a requirement in the future.
- Chuck Porter has volunteered to be Safety Co-Chair

Social Media – Betsey Porter

- Facebook is good
- Lara has been creating Events on FB, good idea
- Betsey will create a Nord Stern Instagram account and feature our wonderful photographers. Can tweet out photos and add to FB as well.

Shop and Tech relations – Roger Johnson

- We should advertise the event at Russ Hagens Toy Box. Will put it on Facebook

Touring – Randy Walker

- Lara will order walkie talkies

Track Relations – Jim Bahner

- No report

Webmaster – Dave Anderson/Christie Boeder

- New website is there, Dave has been adding content

Old business

- 60th Anniversary logo contest

New Business

There being none, the meeting was at adjourned 8:33 p.m.

Respectfully submitted, Betsey Porter



Above: Keith Fritze rockin' through T11 at Sebring. Interesting photo in that you can really see how loaded the right rear tire is as compared to the left front. Gives you a good idea why you get understeer in a turn like this. Slow exit from T10 and then a sweeper in the other direction.

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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



Sunday June 24
9 a.m. - 1 p.m.

Roseville's Central Park

225 Dale St. North, Roseville
(a featured event, Roseville's Summer Rosefest)

Featuring: Long Hoods!
911s and 912s, 1965-1973

CAR SHOW

- All years/models invited and encouraged to display

VENDOR DISPLAY

- All Nord Stern advertisers invited to display, contact organizers

CARS FOR SALE

- Display your car for sale (Porsche Only)

Suggested Donation*

Car Show Entries: \$20

Nord Stern Vendors: \$20

Cars for Sale: \$20

*** All donations will benefit designated non-profit**

Mark Koegler and Phil Saari, Co-Chairs

**Largest Display of Porsche cars in the
Upper Midwest, bar none!**

2018 FALL PORSCHE SHOW AND SUPPER

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.

Silver 2008 Cayman S

Prepared for Club Racing H Class or use in DE. Built and serviced by Auto Edge. Purchased used in June of 2009 with 8,537 original miles. Currently has less than 15,000 miles. Auto Edge converted it to a Class H club race car in July of 2009. Full build sheet available. Comes with 2 sets of track wheels and most of the original stock parts. Asking \$46,000. Contact Scott Anderst at 651-261-0831 or email: scott.anderst@gmail.com

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: pingebrigtsen@hotmail.



For sale

Spare parts catalogue 911 911s sections 8 body, 9 elect., o aces. 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 ggreiner@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, 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, Guttered bumper struts, Adjustable camber plates, 928S4 brake upgrade front, 993 rear brakes, Koni 2012 double adjustable coil over suspension, 750# front 700# rear springs, 968 M030 sway Bars, Polybronze suspension bushings, Racers Edge front A-arms, Header and turbo exhaust upgrade, Custom welded roll cage (Auto Edge), Longer rear lugs, Stripped, clean, safe interior, Electrical cutoff switch, Wired for cool suit, Sparco evo L (tall) seat, Sparco steering wheel with quick release, Lexan windshield, Lexan rear hatch and fiberglass rear wing, Fiberglass rear bumper, BBS RE wheel (8.5 and 10" by 18") 2 sets, "Best Prepared" award Hastings club race 6/2012, Safe, fast, fun car. \$19,500, Contact Bob Viau Or Dan Balthazor 651.777.6924.

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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\$20 . . .

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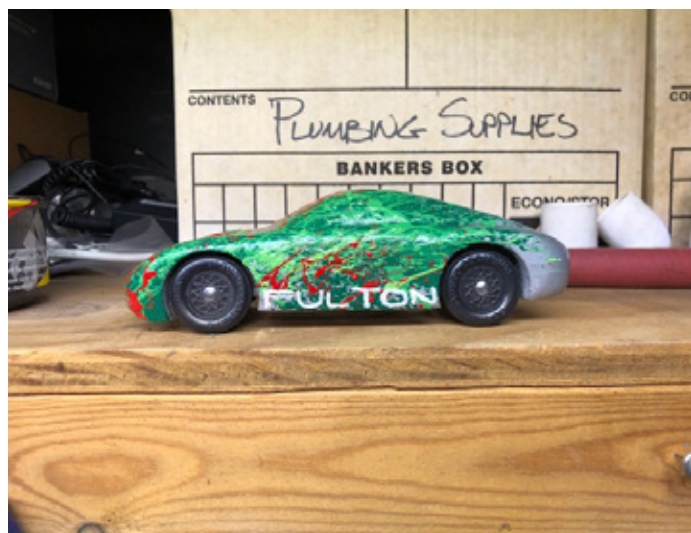
paint was dry it was time to assemble the car and get the weight corrected as close to five ounces as possible. The car livery was done in the brewery colors logo in order to



gain points with the judges. We finished with minutes to spare.

There was a 32-car field set for a double elimination run in order to get to the final four. The competition was strong with engineers, math teachers and some rather strange looking individuals (did I mention this was being held in a taproom??!!). My family was there in full force to support *Team Carrera* and entry aka *Hop Star*. The enthusiastic spectators filled the taproom cheering for their favorite car or color. Remember lots of beer was being consumed . . . I don't remember having this much fun competing in a race.

Let's cut to the chase. We made it to the final four. We took third losing to the Thin Line and Blue Car. It was way



too much fun. I strongly encourage anyone suffering from the winter car blues to give it a try. Where else can you race a car and have a beer at the same time and not get into a lot of trouble?

Editor's note: I love it! Do go online to see this in color - great paintjob!

Love of . . .

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I pressed every button, turned on every light, put the top up and down, checked the oil (carefully), looked for leaks and checked all the accessories. It's a damn nice car! The CARFAX suggested it had never been in an accident and had four previous owners. It was clear the owners loved the car too. It was obviously well maintained and the body and original paint (with some patina here and there) was in great shape. When it finally came time to drive the car, I found it very tight in the steering and suspension and the eager 2.7 flat-six "Boxster" motor felt peppy and alive. The one caveat was noise coming from the catalytic converters. This is not unusual for a car of this age and mileage. Clearly, the baffles were on the way out — and despite a recent successful SMOG check



— would be something I would consider in my offer.

When the proprietor of Western Motors, Sam, and I sat down, we had a negotiating session that could have moved the roof off the place! When done, we seemed both satisfied (a good negotiation is when both parties have given something up,) shook hands and congratulated each other on the brokering of the deal. I got the car for a price that would leave me with some budget to make any minor repairs and build the car up a bit. Needless to say, these cars really are a bargain!

Regardless, after the deal was done, I drove the car home very gingerly — feeling, listening, smelling every possible nuance of the car. I stopped at a parts store before even getting to my garage — to buy two gallons of Mobil 1 10W-40 and a filter. An oil change would continue to ease my mind — or give me more reason to worry. Thankfully, in draining the oil and inspecting both the magnetic drain plug and filter, I was pleased to see nothing but oil. No contaminants, no metal shavings. Being under the car also gave me a chance to take a look at the motor from below (looking at the top is a process and I'll explain later) and get a visual of the driveline and exhaust. A quick "tap test" of the muffler and cats, with a mallet, revealed the source of the minor exhaust rattle — the baffles in the cats.

300 miles later, including some very spirited drives, I've truly felt some confidence in the car being mechanically sound. The clutch feels good. The brakes work, and inspection shows plenty left. The steering remains tight and the handling is solid. I also checked and added air pressure to the tires — two different sizes front and back that is typical of Porsche. The car will drift a bit in hard cornering, but the nearly 50/50 balance of the car makes for drive-ability similar to my former race car with a tinge of 911 rotation-like handling.

One thing most new Porsche owners immediately freak about is Porsches emit numerous smells. One time you

will smell burning oil. The next, burning plastic. Panicked searches to well attended online forums and chatrooms reveal "Eau de Porsche" or "Porsche Perfume." Believe it or not, these machines are just Panzer tanks with sexy bodies. Speaking of the body, I really wanted to see how good the paint was on this car. There was some minor patina on the hood and front clip, a silver dollar-sized chip on the left front fender and two small gouges on the rear clip, right in the middle. For a car with 150,000 miles, that seems pretty darn good. Like with every car, I took to washing with Meguiar's Wash Plus. I was glad I tried it. It's an efficient method that doesn't require bucket-mixing with water. I added some of the formula directly to a sponge then rinsed off. Wash Plus cleans and removes dirt, bugs and tar, and Meguiar's says will even safely polish away light scuff marks. It did the job, and saved me some time. The car looked clean. But after washing, the paint still felt rough to the touch. Running my hand along the body, I could feel plenty of contaminants in the paint. The solution for this is (at least for me) DREADED clay barring. I HATE clay bar! It is time consuming, finger cramping and just a hassle. Thank goodness Mother's has developed the Speed Clay 2.0! It's fast, far less aggravating, and the results were amazing! The sponge mouse-like prep tool has patented rubber polymer technology that quickly shears off and removes both surface and embedded contaminants. I liked this product so much that I did my wife's minivan too — with amazing results! In the end, I was really enamored with the Grey Metallic paint on this car. It really does look nice.

Lastly, and in a tribute to James Dean and the 550 Spyder that killed him, I added a "Little Bastard" insignia to the rear. So far so good, right? Well there are numerous nuances to these cars that keep owners awake at night. In the next installment, we will discuss catastrophic failure potential through the infamous IMS Bearing! Stay tuned!



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