

Sunday June 24
10 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 & 912s, 1965-1973

25th Anniversary of the 968

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- All years/models invited and encouraged to display

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- All Nord Stern advertisers invited to display, contact organizers

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- Display your car for sale (Porsche Only)

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Cars for Sale: \$20

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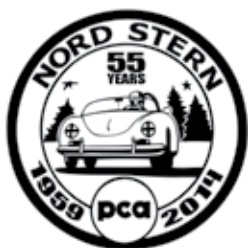
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PORSCHE

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Meet
you at
the ever
amazing
All
Porsche
Show
Sunday,
June 24!

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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:
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\$80 for three years!

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

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

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Call Christie Boeder 612.845.4509, or email: editor@nordstern.org

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Gigi Gillund

New Prague, MN
Black 2000 Boxster

Krista Manske

Plymouth, MN
Lapis Blue Metallic 2003 911
Targa

Michael Miller

Eagan, MN
Guards Red 2014 911 Turbo

Sam Rodriguez

Maple Grove, MN,
Arctic Silver Metallic 2001 911
Turbo

Roger Theis

Maple Plain, MN
2006 Boxster

Victor and Maria Verissimo

(from Maverick Region PCA
Maple Grove, MN
Black 2008 911 Carrera S

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!).

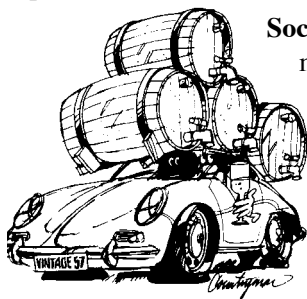
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



Alright! This is more like it! After a long, cold winter, we finally have decent driving weather!

To all of you that made it out to First Fling, thank you for coming. We had a wonderful turnout and I know you had a great time. A big thanks to everyone that made the event a success. **Jim Bahner** ran a tight ship on the novice school and we now have fourteen more members who know the joys of driving on the track. Thanks to **Steve Meydell** for stepping up and taking care of the Drivers Ed position one last time. And of course, I cannot thank our trusty registrar **David Anderson** enough for everything he does behind the scenes to make our events successful.

To those of you that missed First Fling, make sure you make it to our next track event, the annual Club Race, AKA Fast Fling at the end of July. We'll be opening registration soon. And if you aren't interested in driving, but still want to check it out, we'll be looking for plenty of volunteers to help with the auction, gridding, among other positions. Please contact **Dave Sorenson** at clubrace@nordstern.org if you are interested in volunteering!

We also will be looking for donations for the silent and live auctions, so contact **Mark Kriesch** at charity@nordstern.org if you have items to contribute. Never too early to be gathering those wonderful items so they can become someone's treasure!

Up next on our calendar is one of my favorite events of the year. The All Porsche show at Roseville's Central Park just is an event NOT to be missed. This year we will feature Long Hoods, and also celebrating the 25th anniversary of the 968. In years past, there have been some amazing vehicles, including a Porsche tractor! Where else are you going to see one of those?! Everyone is welcome to attend the show and display your car. Registration is available now on clubregistration.net. We do ask for a \$20 donation with all proceeds going to Courage Kenny. It's a great cause and a fun chance to show off your four wheeled babies as well as see everyone else's. We also need volunteers for this event as well, so if you're interested in helping out, please contact **Mark Koegler** and **Phil Saari** at porscheshow@nordstern.org. (editor's note: Mark and Phil do a nice job of slotting volunteers in positions for only an hour at a time so come, visit, work a little, and best of all, just ENJOY). Note - all of the details are on the cover of this newsletter!

I would like to welcome our newest committee chair, **David Hudgens**, who will be heading the Rally and Drives position. Thank you, David, for stepping up! Please read more about David and how he got bitten by the Porsche bug on page 15 of the newsletter. Be sure to check the calendar and our Facebook page for upcoming drives!

Reminder, there will be no business meetings during the summer months. We will resume meetings in September at a location TBD. In the meantime, get out there and drive! Ryan and I are off to our first Porsche Parade in Lake of the Ozarks, MO. Gotta get some more miles on the 928! I hope to see a lot of Nord Sterners there!!

Advertiser Directory

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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
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Courtney Truck Service	22
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Further Performance	25
Imola Motorsports	IC
Merrill Lynch, Peter Vickery	34
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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

I think I am going to have to call this the 'photographic issue of the year' as there are way more jpgs and graphics than I think I have ever dealt with. From tech articles, to the 'my first Porsche stories,' to Nord Sterners Out and About, to local car gatherings, there's a lot of take a look at!

Not a bad thing at all! Speaks to how much has been going on, now that it finally is warm, good driving weather, and good weather for shows and get-togethers.

Unfortunately, this issue also recognizes the loss of two of our members, **Hans Wubbe** from up in Canada who was a track regular and all around great guy.

And then, **Bob Johnson**, of Johnson Autosport and who I have always thought of as our local 'father' of all things 911 and awesome track tech and techniques. We are saddened to know that not one, but two, wonderful Porsche people are now no longer with us.

I've included sections on both that will give everyone a sense of both if they weren't known personally. Lots of good memories and 'Bob' stories plus we gathered some of his own 'words' and what we like to call 'Bobisms!' In fact, Bob built our track car (Bruce can correct me but I believe it was the last one he was able to build before health issues so we feel it's a particularly special car!) We had the privilege and pleasure of calling the whole Johnson family dear

friends and colleagues. His expertise and knowledge of Porsches is legendary and he was known and immensely respected in the community. Godspeed, Bob.

Enjoy the issue and hope to 'see you at the next event'!

And a few words from Membership Czar Ed Vazquez:

Thanks to all to attended the two car events hosted by two of our Porsche Members.

Luis Fraguada Jr had another great Cars N Cafe, at Canterbury, (see photo below) where we attracted (or was it the Carrera GT) massive crowds. I did have **Dave Knox**, Carrera GT, park by us.

George Andeweg hosted his 'First Sunday in May' Auto Fair at the new Porsche of St Paul facility. There were many types of Porsche as well as Audi's and Mercedes. Many prizes were handed out so if you were there and left early, you might want to call the dealership and see if you won anything. You had to register to win.

I tried to get them to raffle the new GT3RS they had on display but . . . !

From
the
Editor . . .

by Christie Boeder, '73 911



At the May MN Cars and Coffee

(first Saturday of the month out at Canterbury).

A lot of very nice cars and People to chat with!

photo by Patrick Douglas



JUNE

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

JULY

- 7-8 Ralleye De Valleye**
See Page 37 for Details
- 15 SuperSunday AutoCross I**
Dakota County Technical Center, see page 29
- 27-29 Nord Stern Club Race and Driver Education**
See Page 12
Brainerd International Raceway
Eventmaster: Jim Bahner, Registration:
clubregistration.net

AUGUST

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

SEPTEMBER

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

OCTOBER

- 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

2018 Car Events of Interest, Not organized by Nord Stern or PCA:

2018

"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

2017

2018

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.*

2018

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Restore | Create | Renovate

Hans Wubbe, Nord Stern

Hans Wubbe, who may be remembered from track events at BIR and RA, and for his delightful dry sense of humor, has passed away. He will be sorely missed by all who knew him, particularly his brothers in peaceful wheeled combat from the League of Rapid Gentlemen (as family said, a life well lived on the track and off.)

– Matt Jones/Lisa Lynch Jones

Sad news at any age. Very nice guy who will be missed.

– William Cilby

Am so sad to hear of Hans passing. I remember the first time I talked with him. It had to do with his attending the Nord Stern Holiday event at Morrie's car museum. He called me numerous times with questions about the event as he was new to the club. He was very excited and drove a great distance to attend. I found him at the event and spent a little time getting to know him. What a delightful man. He was concerned about how it would be hard to find time

to do Driver's Education as he had a large farm to run. As we all know, he found help in running the farm, went through Driver's Education, and became a regular at Brainerd. I will miss him!

– Carrie John

Thanks for letting us know. Hans was a favorite "character" of mine up at the track.

God's Speed Hans,

– Keith Jones

Keith, well put.

– Bruce A. Boeder

Hans, will be missed by all who knew him. It is too bad we are losing some of our great track / Porsche friends.

– Steve Meydell

I was saddened to hear at First Fling that Hans was in rapidly failing health. In spite of not seeing Hans registered for the event, I had hoped that he would show up at the registration desk as he sometimes did.

Hans would frequently call me prior to an event to help with registration and to shoot

the breeze for a bit. I always enjoyed those chats that included cars, tracks, and farming.

Sad day, indeed.

– Dave Anderson

Lara and I would see Hans at both the Nord Stern and Slowpokes track events and he was always a lot of fun to be around. He will definitely be missed!

– Ryan McGee

Hans was truly a gentleman. He will be missed.

– Paul Ingebrigtsen

We will miss him! Loved his enthusiasm for life, in general, and for all things Porsche. He always found me at our Club Race weekend to check in and just chat. Our condolences to his family.

– Christie Boeder

Hans was one of the most enthusiastic Porsche ambassador's I've ever known.

R.I.P. Hans

– Ron Johnson



MN Cars & Coffee™
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Shakopee, MN 55379

www.mncandc.com
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First Saturday of the month April -October 8am-11am
Free to enter and spectate Food trucks and beverages

It's really frustrating. You go to a new car show, and the streamers are flying, music's blaring, everything's reflected in mirrors and chrome. O, the cars. They shimmer, they shake, they beckon. Which is of course the idea.

Except you can't drive anything. Yeah, it's a tough one. On press day, I went to the annual car show again this year, here in Denver, and experienced what I call "looker's remorse" again, as expected.

Oh, FCA did offer short test drives around the perimeter of the convention center. But this was during the show, not on press day. And Jeep offered a micro-mini "off-road" course for their products, in the hall. But that was it.

I still like hopping in and out of the posed vehicles. Setting the seat and mirrors. Staring out and deciding the one question that, to me, rates far and above any other parameter. Can I drive this car fast?

The first time that simple test came to me was many years ago, when I had the opportunity to sit in a Ferrari Boxer. Not drive it, of course. We were in a convention hall, after all. Just sit in it. But that was enough.

This was the first Ferrari I ever sat in. Replete with a gated shifter and all. And, yes, after setting the seat and the mirrors, I knew, I just knew, that I could drive that car really fast. I fit.

The Corvettes were like that, this year. No ZR1. But they did have a ZO6. Fly yellow. And a base convertible. In black. And, yes, I fit.

I must say, out of all the new Vettes I've seen and driven, here's an observation. For what it's worth, black seems to work best as the color of choice.

Because it masks all the black trim around vents and scoops that, to my eye, distorts the homogeneity of the exterior design. Especially something in yellow like the ZO6. But the fact that there was no ZR1 magnifies a problem with the show; it's really a dealer exhibit. This year, Denver came one week after the New York show. So there were no unveils. No ZR1. No Porsche "Mission E" showcase.

Although a local Porsche dealer did have a display of some current models. As did McLaren. And Ferrari. And Lamborghini. And Bentley. And Jaguar. And Aston Martin. Ford showed a Mustang Bullitt, which I didn't get close to. It was up on a stand. Volkswagen showcased a prototype of the Arteon. Which I did sit in. And which looked great.

Which brings up one of the things that's actually a lot of fun about attending on press day. Most of the

major auto makers schedule time during the day for remarks about their products.

Believe it or not, probably the most interesting presentation was from Ram. Not that I'm exactly anywhere near the typical shopper for a dual-cab pick-up. But the speaker was the Ram brand manager. Who exuded energy and passion in describing how he has drilled down on just what his buyers are looking for.

The brand manager ushered us to the Ram 1500 Limited, and proceeded to tick off the result of that research. A wireless charging pad in the center stack for two hand-held devices. Rear seats that recline up to eight degrees. A center console that opens wide enough to fit a fully-loaded tote bag. Or hanging file folders. Or a 15-inch laptop. And let me note that the only car I've ever seen with similar storage space is the Tesla Model S.

And that's not all. A 12-inch touch screen with split-screen capability, which is almost as large as, yes, what you find in the Tesla Model S. A digital cluster display with high def 3-D graphics. Power running boards. Air suspension.

Who buys these things? Business owners, he said. Although the brand manager noted he also sees a lot of younger family buyers, moving from SUVs.

A few other highlights. Acura described the bells and whistles on the new RDX, such as "absolute positioning" navigation on their "true" touch pad interface and something called "ELS Studio 3D" audio, which features speakers mounted above the side windows.

On the Jeep Rubicon, the front windshield folds down with just two bolts, rather than six. The doors can still come off, as can the top. And the interior still has drain holes.

The Honda Clarity is coming in three versions — a plug-in hybrid for all 50 states, an all-electric version for California and Oregon and a hydrogen version for California.

And so on and so forth. Which may be interesting if you're shopping or cross-shopping a certain model. But under no circumstances will the manufacturer or dealer reps talk about what else is coming down the pike.

When will the mid-engine Corvette debut? No answer. A replacement for the 370Z? No answer. Oh they know. You know they know. They just don't

Continued on page 23

No, You Can't Drive Them

by Danielle Badler

courtesy April 2018 High Gear, Rocky Mountain Region of PCA

2018 Loonacy DE and Club Race

July 28, 28, 30

Brainerd International Raceway



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Bob Johnson, Nord Stern

I regret to inform the Nord Stern members of the passing yesterday of Bob Johnson.

Although Bob hasn't been part of the Porsche scene for over 10 years, he was a very active part of Nord Stern and PCA club racing, starting in the 80's and 90's with his shop Johnson Autosport.

Bob was an outstanding mechanic, known nationally. In the 90's Johnson Autosport hauled local and Chicago club racers to PCA club races and various vintage events all over the country in the shop's two transporters, with an article appearing in Excellence Magazine entitled "The Northfield Gang." Bob also was involved in restoring historic race cars, including the iconic Mary Stuart RSR which won the Targa Florio in 1973, Porsche Spyder, Imsa 911s, Trans Am 911s and numerous 911s and 356s.

Besides being an air cooled 911 guru, Bob was a talented driver. I remember having other racers complain to me when I became a steward in 2000 about how Bob's cars must be cheater cars as he and his sons were so fast in them. Bob also raced in IMSA, SCCA Pro and Trans Am, traveling the country to races.

A wonderful school boy athlete, Bob played hockey for The Gophers and Bemidji State in the early 60's and kept playing hockey into his mid 60's until robbed of his motor skills by the onset of Parkinson's.

Parkinson's was diagnosed by the doctors at the VA as being related to Bob's exposure to Agent Orange while serving in Vietnam. Placed on hospice two years ago, his Swede constitution and general stubbornness resulted in his living another two years.

Plans for a memorial are up in the air but most likely the family will hold one in early June.

God Speed, Bob!

— Bruce A. Boeder

I remember Bob dueling with Steve Watson in the rain going down the main straight at one of our Club Races. Water spraying everywhere. It is still one of the most exciting scenes I remember from our Club Races. I don't remember the year but I think it was the year Bruce decided to do 7 or 8 360s (or was it 22) down the main straight without touching a wall, just to show off.

— Nick Cirillo

The American Chef, Anthony Boudain, in his book Kitchen Confidential spoke of his respect for fellow chefs who were in the business because of their love for the art of cooking. Bob had gained my respect

because of his love of the automobile. Bob did what he did, not the prestige of working on some of the finest automobiles in the world, but the pride he took in the daily activity involving the care of these cars. Bob and I opened our business's about the same time and despite some initial "growing" pains, we learned to work together and often shared parts and knowledge. Bob's true passion was racing and race he did . . . some of my best memories are crewing for Bob and his customers at vintage racing events. More than once I thought Bob would much rather throw the driver to the side and hop in the car himself.

Hard loss for the Porsche world. My best to the family,

— Rick Moe

Thanks for the news. I'm still driving my "Bob Johnson suspension 911SC" and it continues to be a hell of a lot of fun.

Godspeed, Bob and our condolences to his family and friends.

P.S. Full disclosure our car was built in the shops of both Bob's and Mike (Courtney). The Johnson suspension was a big step down the "yep this is a dedicated track car" slippery slope.

— Vic Lee

Matt and Erik Johnson (two of Bob's three sons) are perfect co-workers. They are the full trifecta. They know how to sell, they love Porsches, and they love to talk about cars.

Last week Matt shared with me this email. (We had been talking about the REV's Museum.) <https://revsinstitute.org/the-collection/>

Rest in peace Bob, you certainly raised wonderful kids and will be missed by all.

Matt wrote, "The REV's museum is on my bucket list. They have a great catalog of old race photos online. We've been able to find some unseen photos of our dad's pro races from the 70s & 80s."

Below are some of the pictures we've found. They are from Daytona in the 80's.

It's an Osella PA10 BMW powered IMSA lites car".

— Keith Jones

Continued on page 25

'Goodbye'

Courtesy Clubtalk

Bob at Daytona in the 80s Osella PA10 BMW powered IMSA lites car



ClubTalk 'Challenge' The BEST part of your garage and One of the Worst

Here is my garage.
I wish it was bigger so I could
fit more cars in it!
Also I should get the floor done.
– Jeff Boehm



Left: Bill
Wolfson's toys
parked in their
respective
'homes'

*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*



Ok, after
seeing Bill's
garage, who
apparently also
has twins, I
figured I'd join in on this very enjoyable exercise of car
porn (by the way, Bill, where does your wife park?).

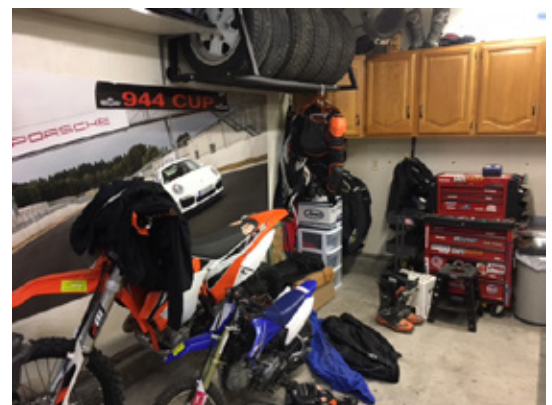
Pictures are taken in my shop at various times.

Left, top: picture good.

Left, bottom picture is what my (beautiful, brilliant wife
calls my "other problem down there in the shop."

Below, Right: Worst, where things go to die for periods of
time. Still not bad I suppose, but worst I could find,

– Mike Sabers.



Once upon a time, I discovered something about the beautiful lines and angles of sports cars drew my attention - a lot. I am the typical enthusiast. I grew up with posters of Countach's, BMW M1's, and some muscle cars. When I was 8 or 9 I remember my dad bringing home a Corvette in the 70's. Then there were the TV shows and movies that seemed to grow like mushrooms during the 80's and 90's. I was fascinated by it all because I grew up overseas and didn't really see a lot of interesting cars until I moved to the States. I don't even remember seeing a Porsche until the 80's when I started reading magazines and seeing something about a Gemballa.

Anyway, fast forward to when I could actually buy my own car after college and the first love was a Nissan 300ZX. I've had the pleasure of owning three Datsuns. I've also been blessed with meeting people who have given me the opportunity to drive their cars or participate in major racing events. In one case, I drove a 911 Turbo back in 2003. Wow, that was probably the seed that planted itself in me. During most car shows and meets that I attended, I could be found standing around Porsches - perhaps a few minutes longer than when I was looking at other cars. I knew some day I would attain one. I love the GT3. Well, I like all the Porsches that have been well-taken care of or personalized. But something about the GT3 seems to call my name, or at least whisper it.

So last summer, I was lamenting about being bored and looking at getting into something different. I was in a group chat as I sat in another friend's garage while watching him work on his car. Then a link to a Porsche For Sale was sent to me in that group chat. I looked and just fell in love. That was on a Saturday morning. I went home, then to a neighbor's house for a social

hour. As I sat there, I showed my wife the link. She asked if it was still there and if I wanted to test drive it. I thought it would be a waste of time since I didn't feel ready to buy it. However, I contacted the dealer who told me to come on in! That afternoon, I came home with my current love - a 2005 Carrera or C2 as some would call it. After that, I was urged to join PCA and then Nord Stern.

I've been in many car clubs that have organized many great drives, meets, and trips. I've also participated in countless track days and events. From Montreal to Omaha, from Minnesota to Georgia, I've had plenty of seat time and am always looking for more. I have participated in autocross, road course racing, and an occasional drag race at the track. I've also had formal driver's training at a federal law enforcement academy (to be kept secret until I know you better), and I've even driven a minivan with a manual transmission in London! Most importantly, I enjoy being around car enthusiasts and actually driving the car that brings us all together.

With that being said, I have been known to invite people over to my house for car mod parties, timed rallies with way points, trips to breweries, afternoon drives on county roads, or driving all the way to the Tail of the Dragon in North Carolina. I've driven there five times. I plan on going next year. In the spirit of our love for sports cars and what not, I'd like to continue being an organizer in a more formal manner. I would like to be Nord Stern's organizer of drives and rallies. Hopefully, I can meet as many of you at our club meetings allow and get to know you better. I also hope to learn a lot more about the history of the Porsche through osmosis and research.

New Member Spotlight

Meet The New Rallies and Drives Chair, David Hudgens!

This month we are featuring Member David Hudgens who has graciously taken on the club position of Rallies and Drives and we are excited to welcome him as he brings a wealth of experience organizing drives and as readers can see he has a gorgeous P car to 'lead the way!'



Where We Were –

Where We Are –

Celebrating 55+ Years of Nord Stern

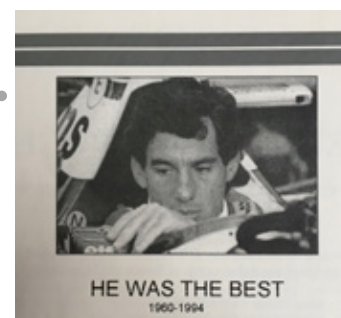


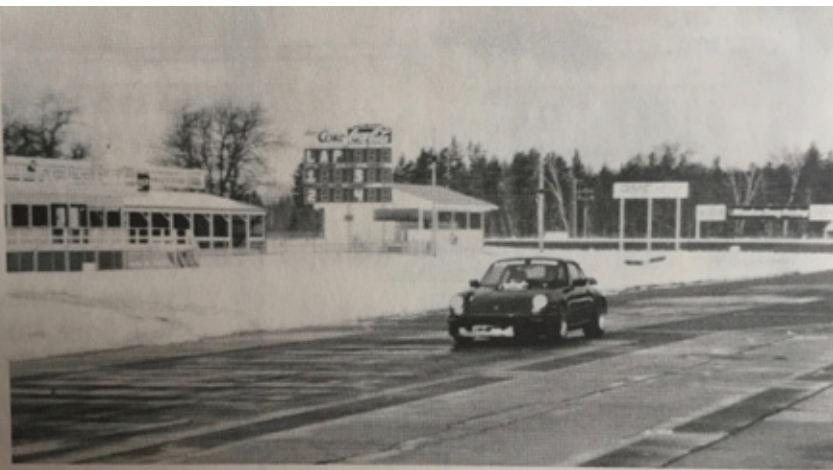
As expected most of the news concerns upcoming track events. There will be a September weekend autocross at Road America. The First Fling Drivers School had been cancelled by snow. The Club Race was planned to include a full schedule of social events. Also unique was that it was scheduled for late September.

– Ron Faust

June 1994

- Front and back covers and centerfold are devoted to old photos of Road America from a 1956 brochure. The now mature hardwood forests are some of the nicest features of this beautiful track in Elkhart Lake, Wisconsin: it's fascinating to see how the trees have grown in the past 60 years.
- Nord Stern is hosting its first ever autocross at Road America on an August weekend. Seibkens will be the headquarters hotel. Registration is in the basement bar where autographs from many of the world's most well known drivers decorate the ceiling.
- Editor **Bobbi Miller** has promised herself she will finish her thesis this summer in addition to turning out those newsletters.
- The Friday drivers school had been cancelled due to snow, which happened again more recently. **Dick Roe** plowed the track that morning and it was "open" by noon, but the apex cone on turn 2 was said to be tucked into a snow bank. The "scans" tell the story.
- Another drivers school is scheduled for the mid-week event at BIR. Youngsters should bring their bats, gloves, and balls; games will be organized in the "infield".
- **Dave Weisel** bemoans the loss of 34-year-old Ayrton Senna at the San Marino Grand Prix race the night before Dave arrived at BIR that weekend.
- The Midweek Autocross will include a Drivers School, but not the Last Fling which will be reserved for intermediate and advanced students. A women only group will be included if attendance warrants.
- **Jim Benson** and **Paul Ingebrigtsen** are new members.
- Craguns's on Gull is the headquarters hotel for the Club Race which is planned for September 23-25th. A tour around Gull Lake, tennis tournament, golf, a concours and an awards dinner were also on the schedule. That would be busy.
- The Marketplace includes:
 - 1978 928 for \$9,250
 - 1984 944 for \$5,900
 - 1983 930 Turbo for \$35,000
 - 1981 911 SC Targa for \$18,900
 - 1964 356 Sunroof Coupe #129049, light ivory with tan interior, showroom perfect after 1991 restoration
 - 1986 944 Turbo \$12,900
 - 1991 944 S2
 - 1970 911T for \$17,000





Gee it's not so bad out here, I think you get more traction on these Dragster burnouts when they are covered with ice than you do when they are wet.



It's kind of fun out here once you find the snow line.



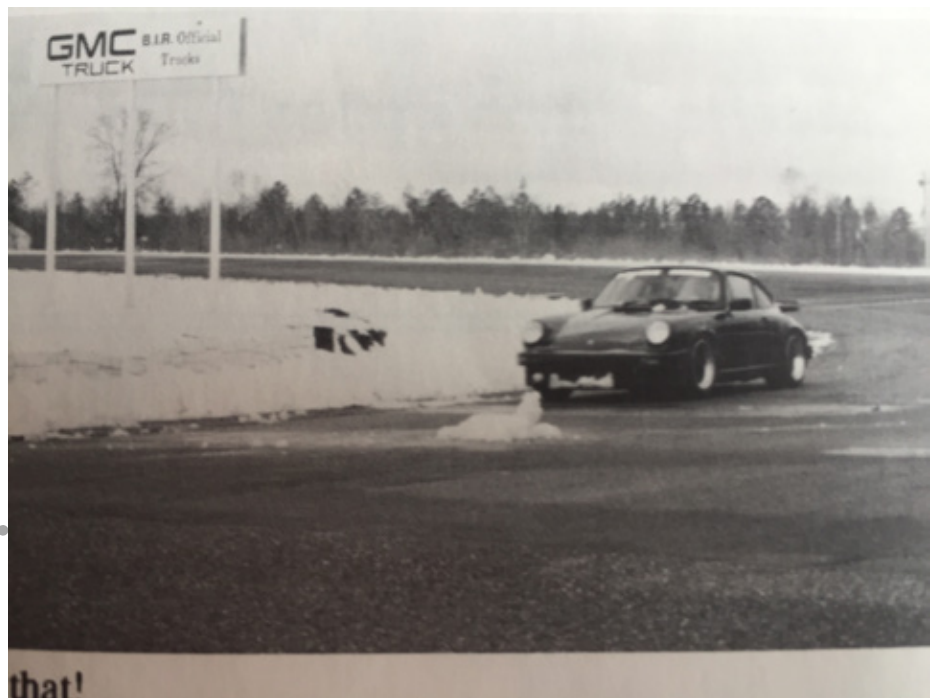
Let this be a lesson to you Snow Turtles, unless you want to end up as a pile of slush on a track, listen both ways before you cross, or better yet stay at home when the Porsches are out to play.



Like I always say you can't let the elements get you down, keep the enthusiasm up and make the most of what comes your way.



Snow Turtles are indigenous to this part of Minnesota, grow to about 15 pound, eating mainly finely ground break dust and small bits of rubber, make really bad soup, but great snow



that!

A race track in northern Minnesota. The early morning fog swirls around the tree tops, burning off quickly in the rising sun. They are there, silhouetted against the pit wall. He, tall and dark, has that insouciant stance of a man for whom speed -- and driving at the edge of the envelope -- is the norm. She, smaller and fairer than he, stands silently next to him as the rays of the warming sun burnish her hair to the color patina'd bronze. They converse quietly; he brushes her cheek with a kiss. She turns, walks to her finely tuned Porsche and with the controlled roar of Weissach's best, heads on to the track. He watches with concern flickering across his face as her car passes in a blur, the click of his stopwatch capturing forever her time. He turns to greet her as she returns to the paddock, shaking her locks as she removes her helmet, the sun reflecting off of her white, 100% cotton Nord Stern Polo with the colorfully embroidered logo. He smiles gamely, as she celebrates blowing his doors off yet again.

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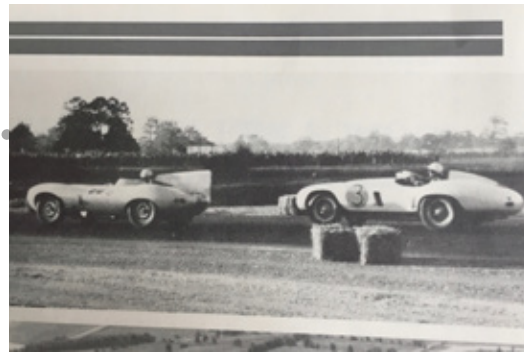
Most of the scans above are self-explanatory

And this issue's HIT OF THE MONTH!:

The 'ad' above written by Teresa Vickery aka Teresa Pfister is absolutely priceless and I hear her voice with this piece loud and clear - and she'd be chuckling away remembering, as I choose to continue to remember a dear friend whose talents were boundless, her life of love infections and just an all around good friend. And yes, I have my 100% pure cotton, white Nord Stern T-shirt . . .

The Scans Continued

...



Members Out and About in the Community!

This spring's Heartland Park Club Race meant a fair number of Nord Stern club race drivers made the trip to compete in their respective classes (only beef our club had was it fell on our first BIR event, First Fling! hmmm)



Far Left, Mike Courtney - GTC4 Sprint 2 and 3 - 1st Place

Above, Mark Steingas - GTC3 Sprint 2 - 1st Place



Nothing could be better than walking into an organization like the American Cancer Society, check in hand, to deliver the donations garnered by the 2018 Charity Calendar! Michael Grabner, right turns over the unexpected donation to the Minnesota chapter of ACS. To say they were thrilled was an understatement, especially \$\$ not expected! The true joy of giving . . . and they loved the calendar (but who wouldn't!).

Porsche Acronyms Explained

... Part 2

[Source: Porsche Technology
Glossary]

PDK: PORSCHE DOPPELKUPPLUNG

Porsche's newest transmission is essentially two half-gearboxes in one and thus requires two clutches – designed as a double wet clutch transmission.

This double clutch provides an alternating, non positive connection between the two half-gearboxes and the engine by means of two separate input shafts (input shaft 1 is nested inside the hollowed-out input shaft 2). In English, this means the next gear (up or down) is always ready to go and no matter how good you think you can shift a manual, the PDK transmission is faster! More importantly, PDK will make you a better driver on the track. While some argue that it takes some of the tactile feel from track driving, we're of the opinion that if it makes for faster times then... why not?

PDCC: PORSCHE DYNAMIC CHASSIS CONTROL

Available on the Panamera and Cayenne models PDCC is an active anti-roll system that anticipates and significantly reduces lateral body movement during cornering maneuvers. In addition, it minimizes the lateral instability of the vehicle on uneven ground.

The effect is achieved with the aid of active anti-roll bars on the front and rear axles which respond to the current steering angle and lateral acceleration by producing a stabilizing force that precisely negates the roll of the body.

POSIP: PORSCHE SIDE IMPACT PROTECTION SYSTEM

Standard on all current models, POSIP provides an additional two air-bags on each side (one for the body and one for the head) located in different positions depending on the Porsche model. POSIP includes additional safety features unique to each Porsche model based on its configuration.

PSM: PORSCHE STABILITY MANAGEMENT

PSM is an automatic control system that stabilizes the vehicle at the limits of dynamic driving performance. Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. Using this information, PSM computes the actual direction of motion. If this direction deviates from the desired course, PSM initiates braking interventions targeted at individual wheels in order to stabilize the vehicle.

PTV: PORSCHE TORQUE VECTORING

PTV is a system that actively enhances vehicle dynamics and stability. As a function of steering angle and steering speed, accelerator pedal position, yaw rate and vehicle speed, PTV is able to improve steering response and steering precision significantly by specific braking of the right or left rear wheel.

In other words, if the 911 Turbo is too much car for you to handle, PTV can help to keep you from stuffing your new 911 if you take a turn way too fast for your driving ability.

UAI: UNIVERSAL AUDIO INTERFACE

With this optional feature, the storage compartment in the centre console in combination with the optional PCM will contain up to three connections: one for your iPod®, one for a USB stick/MP3 player and one as an AUX interface for any compatible audio source of your choice. The iPod® or USB stick can be controlled conveniently and safely using the PCM.

VARIOCAM AND VARIOCAM PLUS

Okay, we know it's not an acronym, but so many people asked we thought we would include it. Variocam is Porsche's variable valve-timing system. According to Porsche it continually adjusts valve timing for increased power and torque to provide smooth running at all speeds, better fuel economy and lower emissions.

VTG: VARIABLE TURBINE GEOMETRY

Available on 911 Turbo, 911 GT2 and the Cayenne Diesel with Variable Turbine Geometry it is possible to achieve higher turbine speeds, and thus higher boost pressure, at lower engine rpm. Cylinder charging is significantly improved, with a corresponding increase in both power and torque. Maximum torque is reached at lower rpm and is retained across a wider rev range.

[Source: Porsche Technology Glossary]

Festival of Lights

By Pedro Bonilla,
Pedrosgarage.com,
Published February 2016
issue of "Die Porsche Kassette"

*"... have about 50
miles before you run
out of gas ...!"*

I don't mean Hanukkah, tree lights or Holiday lights, and I'm not talking about Clark Griswold's home illuminating prowess.



Let's discuss some of your car's most important dash lights (aka idiot lights) and what happens when they light up like a Christmas Tree!



Believe it or not, each and every one of those lights is designed to communicate something to the driver, who, in many cases doesn't pay the needed attention. They are also explained in the owner's manual but many of us never even open it, let alone read it :(

Here are some of the most common. Please note that the warning light icons may vary slightly from model year to model year.

CEL or Check Engine Light:

When it blinks
STOP THE CAR
AND SWITCH
OFF THE ENGINE

A blinking CEL means that there's a misfire detected and running the engine could cause irreparable damage.

If it's on solid, it's letting you know that there's an emissions issue with the car, but it is completely



safe to drive. The car's onboard diagnostics is detecting something different from the norm. It could be (and usually is) something as simple as a loose or missing gas or oil cap which allows for a vacuum leak.

TEMP light:

When it blinks it's telling you that the car is low on coolant. Top it off. You can use distilled water if it needs a quart or less. If it's more than a quart use 50/50 premix of any coolant which contains no sulfates or



silicates. Usually says on the label "safe for all cars".

But, more importantly is finding out why the light was blinking. Low coolant level means that coolant was been lost over time. It's leaking from somewhere, even if you can't see it on your garage floor.

The two most probable causes are:

1.- A bad coolant cap. Caps are wear items which should be replaced every 5-6 years. Look at yours (with the engine completely cold) and see if you can find a white residue around the base of the cap. That residue is dried-up coolant that has leaked. Go buy a new cap and install it.

2.- Your coolant system is loosing coolant when the car gets up to temp and the system builds up pressure and could be from a cracked reservoir (expansion tank), from a bad sealing water pump, a loose hose clamp or a damaged radiator, among others. To pinpoint the leak a pressure test may be required.

BRAKE WEAR light:

Each one of your eight brake pads has a sensor inserted into it. When the pad wears down to that sensor, the sensor makes contact with the rotor and lights up the brake wear light. It's letting you know that your brakes are wearing



thin, but you should be able to drive several thousand miles (unless you're on the track). When this light comes on it's time to replace pads and or rotors.

RESERVE light:

This one is pretty obvious. You have about 50 miles before you run out of gas.



TPMS light:

Tire Pressure Monitoring System constantly checks your car's tire pressures and lets you know when they are out of spec.



Rectify the issue as soon as possible.

ALTERNATOR light:

This one indicates that the battery isn't charging properly.

The battery alone (without the alternator charging it) cannot run the car very long without discharging and shutting down.

It can get you a few miles so try to turn off any unnecessary accessories such as radio, A/C, interior lights, etc.



ABS light:



The Anti-lock Braking System light comes on when the computer detects a malfunction. Your brakes will still stop the car but

they won't have the anti-lock function, so beware.

A BUNCH OF LIGHTS ON all at once:

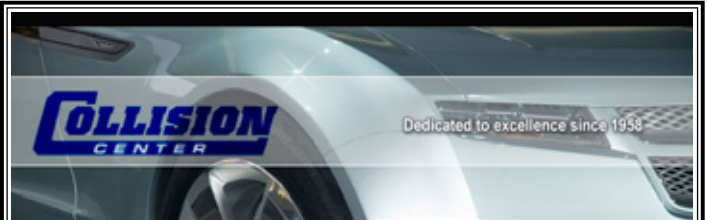
When you turn the ignition key on before engaging the starter, the computer turns on all of the warning lights on so that you can verify that they are working, but if a bunch of them come on all of the sudden while driving, most likely you've lost the poly-ribbed belt. This belt runs the secondary systems such as the A/C, the Alternator, the Water Pump and the Power Steering pump. So, if you loose the belt while driving, at least those warning lights will illuminate and the steering will get harder but you can still steer the car, the alternator will not charge the engine but the engine will still run, the A/C will not cool but you'll feel air (warmer) come out of the vents and more importantly the Water Pump will not run so the engine will quickly overheat.



If you are a few miles from your destination you can probably get there but keep an eye on the temperature which can quickly start to climb since coolant is not flowing through the system.

The most unlikely scenario is that the engine has died completely due to an IMS failure or other internal failure and that is covered on another one of my Tech Articles.

Happy Porsche'ing, Pedro



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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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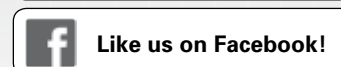
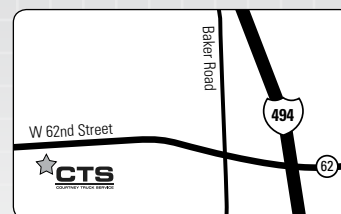
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- John Cunico - jcunico@aol.com 651-726-4814
- Andy Schmid - ams@amschmid.com 952-943-9567
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www.slowpokes.org to sign up!

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Then join us Monday, September 3rd 2018

This is a BYOB event!
Bring Your Own Beer & Brats!!
(Grills Provided)

Location: Brian and Gina O'Neill's home
(See Address Below)

Starts: 1pm
Ends: 4pm (Or Later)

Please **RSVP** by Aug 30th



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

Bob . . .

continued from page 13



God Rest the soul of Bob . . . He is one of the first folks I met at the track in the early '80s.

Bob had a very dry and quick wit. He was all business when it came to dialing in a car for

the track. He was helpful with car tips, with driver's knowledge on how to get around BIR and Road America quickly, and just an all around GREAT Guy . . .

He prepped two of my friend's cars. A Slate '83 - 911 and a White '84- 944. They were both "robust performers". And proved difficult to keep in front of. Thanks for letting us all know of Bob's passing. He will be missed by many.

— Don Lawrence

I owe my Porsche avocation of 47 years to Bob Johnson. For decades when I was working in Rochester, helping to raise young kids, and trying to keep my old 911's running, trips to the Cities for Porsche repairs were not a good option. Bob would always patiently answer my phone calls and usually suggest solutions without laying hands on the car. From the beginning he came across more like a friend than a busy shop owner. His information was priceless and helped grow my feeble mechanical skills and maintain my love of all things Porsche. He even made me feel like he understood what level I was at under the shade tree and when I was at risk for getting in over my head. Then when I did see him at BIR I knew his friendship was totally genuine.

— Ron Faust



Bob helped me with my first racing Porsche. I can honesty say Bob knew his stuff on Porsche's, however, the fun part about Bob was all his stories- very entertaining ! Missed him for a while now. God speed

— Jerry Greene

Sorry to hear about Bob's passing. He was an exceptionally fast driver and knew how to teach his kids the same.

— Chip Smith

His cars has always had a little extra spark!! (photo back on page 17)

— Bill Wolfson

Continued on page 30



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Maintenance and Performance Front Engine Mount

courtesy pedrosgarage.com

*"If a car has telltale
signs of problems or
just doesn't make you
feel confident,
just walk away."*

There are two rubber spacers that are mounted on either side of the engine mount's core which may be worn or missing. It may be a good idea to have a couple just in case. Porsche part No: 986.375.255.01. You could also make them from 1/8" rubber

Because of the mid-engine layout of the Boxster and Cayman the engine is supported on three points. On the rear, there are two transmission mounts which are gel-filled and hold up the back, but in front there is but a single point which takes all the weight and torque of the front part of the engine. This, together with the heat emanating from the engine, slowly deteriorates the weak rubber core of the engine mount to the point where it completely separates.



Once this happens, there will be more engine vibration felt, especially around 3,000 rpm.

If the mount is not replaced, the core

will wear down more and clunking sounds will appear as you accelerate, brake and turn. Shifting also becomes sloppier and more difficult.



In extreme cases the aluminum ring may eventually fail completely and the front of the engine will come to rest against the firewall, possibly causing damage to the water pump, air conditioning compressor and various other components in the front of the engine.

The only way to determine if the Front Engine Mount is damaged is by removing it and visually inspecting it.

Tools needed for removal and or replacement:

- Car lift, ramps or sturdy stands (at least two)
- Hydraulic or Mechanical Jack
- Set of metric sockets and ratchet (13 to 19 mm)
- Extensions for ratchet and sockets
- Set of metric wrenches (13 to 19 mm)
- Pliers and Flat screwdriver to remove bottom panels.
- Torque Wrench.

First make sure you have enough room to work safely underneath the car by placing it on a lift, on 4 stands or by backing it up on sturdy ramps.

Remove the front and rear undercarriage panels by removing

the plastic clips and the plastic nuts.

Use a flat screwdriver to pry of the clips. For the nuts, a wrench or socket will do.

Remove the two plastic clamps that hold the coolant tubing in the tunnel.

Move forward the two clamps that hold the coolant hoses to the engine support wishbone.

Don't undo them, just slide them forward on the hose itself.

Put a jack under the engine, on the crossbar just in front of the oil pan and jack until it just



supports the engine.

You can use a hydraulic jack or a mechanical (scissors) jack.



Remove the four nuts (15 mm) that hold the engine front support yoke. If the nut comes out with the stud, don't worry. If only the nut comes out,

remove the studs as well (the tip of the stud is a 7 mm hex).

There are two basic types of engine mounts. The earlier models (1997 and some 1998) had a "solid" base mount as the one on the right side of the picture. Newer models have the "open



face or grid" type as shown on the left side. Either mount will fit all models.

The engine mount is

attached to the front of the engine via three bolts. The Front Engine Yoke is attached to the car's body via 4 fasteners, and the Front Yoke is attached to the Engine Mount via two bolts. This is a view of the engine mount mounted on the Yoke. The engine mount base is difficult to see, because it is below the yoke.

After the four studs have been removed, and to make



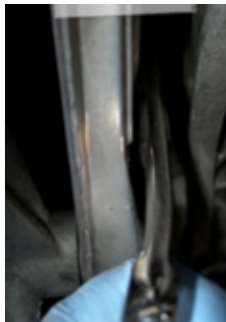
the job easier, lower the engine about 3" by lowering the supporting jack. This will give you much better access to the upper bolts that secure the Engine Mount to the Engine itself.

Now this is where you need patience. Loosen the two top bolts (15 mm) that hold the



Engine Mount to the engine. Don't remove the driver's side, just leave it loose.

Do the same for the passenger's side. For this you'll need a (15 mm) hex wrench and or a small (15 mm) socket with ratchet. It's difficult because the bolts that hold the



engine mount to the engine mount yoke don't leave much room to work with.

Finally remove the lower two bolts that hold the engine mount to the engine. Once loose, these bolts should have enough clearance

to come out. If not, raise or lower the jack (which is holding the engine) accordingly until you can remove the bolts.

Now the whole assembly (Engine front support and support wishbone) should be completely loose and free. Manually force the coolant hose over and wiggle the assembly until it comes clear and remove.



Note the position of the engine mount on the yoke and remove the two bolts that hold them together. This is a good time to clean the yoke.



To the right is a view of the front of the engine without the engine mount. You can notice the position of the two top bolts that only need to be loosened and not removed completely.

You can now assemble



the new engine mount to the yoke. Wiggle the assembly back in place and insert the two bottom bolts on the engine mount. Slowly raise the jack (engine) back to its original position and reverse the removal procedure.



Now you won't have the 3000 rpm vibration



anymore.

Tighten all the hardware according to specs:



No 1 - hexagon nut M10: 34 ft-lb (46 Nm)

No 2 - hexagon nut M10: 34

ft-lb (46 Nm)

No 3 - hexagon head bolt: 34 ft-lb (46 Nm)

No 7 - hexagon



head bolt: 34 ft-lb (46 Nm)

No 8 - hexagon head bolt: 34 ft-lb (46 Nm)



Happy Boxstering, Pedro



Autocross

Opportunities!

by Andy Golfis, updated from April 2017

News Note: We do have two upcoming Autocross events: July 15 and September 9 at Dakota County Technical College!

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!

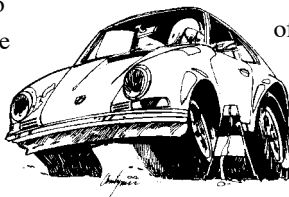
Remember, if you are the kind of person that goes out to the garage in the middle of winter and pulls off the dust cover just to look at your car when no one is around, rest assured

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?!!

Remaining 2018 BIR / RA Track Schedule

- 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
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-](http://www.scca-lol.org)

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Photo by Peter Lapinski

Bob . . .

continued from page 25

A funny memory about Bob. I was working corner station 9A at the BIR Trans-Am, 1980?? Was on flags. First lap, Bob running toward the back in a Camaro, blew his engine BIGTIME going into 10. Huge cloud of smoke, and we knew what was on the track. Next lap, leaders were all bunched up, ignored the slippery flag, and at least 10 cars were off the end of 10. Quite a moment! They somehow all missed each other.

After that, the Trans-Am guys always called him Slippery Bob.

– Dave Galey

Bobisms: Stories and random wisdom - Contributors will remain anonymous

As noted above, Bob had a lot of



stories and he had quite the dry wit. The result? A number of what we like to all 'Bobism' as befitting a man of 'few words' but much wisdom! In no particular order and contributed by a number of Nord Sterns here are a few classic Bob observations/comments:

If you have to think about the pass it's not there

In endurance racing, "Let the race come to you."

"Steve, get under there and bang some wrenches" after a customers insistent complaints of the handling of their car on the first day with old tires.

After suggesting to him that we should do something. "Who's we? You have a turd in your pocket"

"Uffda"

Mike and Bob where on creepers under my car one day with Aaron Hatz assisting with tools. I walked by and asked Aaron what the problem might be he said "All I've heard so far is 'the goddamn is fucking...what the hell'"



He described one customer who was a somewhat cautious driver as "G-force challenged"

And 'above driver will remain nameless but isn't a Nord Sterner' loves everything about racing except the driving part.

And wasn't he the guy who said the SCs would go thru turn 2 flat "you just didn't want to be in them when it was happening!"

Nothing good happens after midnight . . .

Bob told me more than once when something broke . . . "I have never seen one of those

break before."

But my favorite, "At some point you are going to have to drive faster, it's not the car that is slow."

Measure twice and cut once, now get to the store and buy more materials.

To an undisclosed customer who shares his car with his wife on the track who thought pretty highly of himself and his driving ability. Incident happened after he over-revved and hurt the engine. "I believe your wife drives better and takes better care of your car. Deadpan. (No, not the Boeders!)

I said, Bob, let's take some rear wing out so I can go faster through 1 and 2. He did the opposite. He put more wing in, and said, "This will plant the rear end a bit, and maybe that will give you enough courage to get on the gas."

He was right.



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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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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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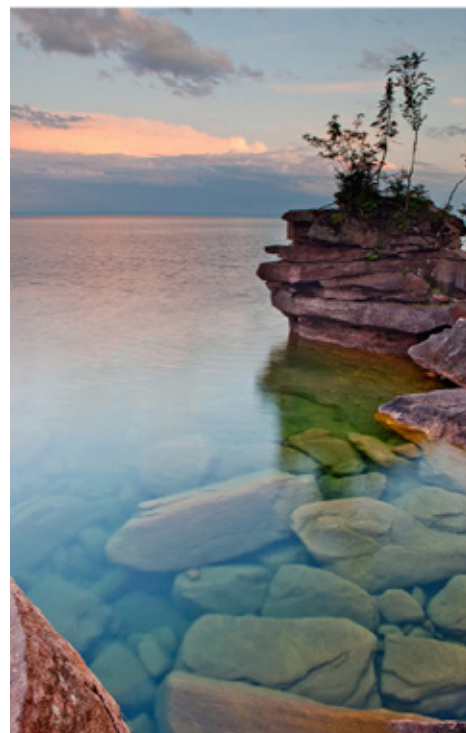
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May 2018 Business Meeting Minutes

by Betsey Porter, Secretary

The meeting was called to order at 7 p.m.

President – Lara Dant

- Welcome members attending: Mark McCarthy, Andrew Evans, Scott Morse, Judy Severs
- First Fling went ok, number attending turned out to be pretty good.

Vice President – Roger Johnson

- No update

Treasurer – Jeff Bluhm

- No report

Advertising – Lara Dant

- Dentwerks is re-joining as an advertiser Roger has asked them if they would do a tech session.

All Porsche Show – Phil Saari and Mark Koegler

- Via email, Mark says everything is on track for the event next month. He will send info to Lara to do an eblast.
- If you want to volunteer, please contact them.
- Roger talked to Mike Speidel at the Imola event and he wants to bring his rare Bugatti to the event and Roger encouraged him to do so.

Autocross – Andy Golfis

- Event is scheduled for July 15th: registration is open 30 days prior.
- Sept 9 event with COM ditto
- A training event is available for June 2-3
- Register at motorsportreg.com

Board of Directors

- No update
- We got a photo of Lara and the Board at First Fling and it'll run in the newsletter

Charity – Mark Kriesch

- Followed-up with all of the raffle winners
- Will start soliciting items for the silent auction for Club Race soon.

Club Race – Dave Sorenson

- Need to schedule a check-in meeting soon.

Driver Education – Open position

- Lara will ask Brad Bjornson about filling position

DE Registrar – Dave Anderson

- Dave sent all money from First Fling to Jeff

- Think we did really well this year, might even be better than break even.

- Will open Fast Fling soon.

Driver's Training – Jim Bahner

- School went really well.
- Jim wants to switch from cones to disks. Cones cause smudges on cars when they are hit.
- BOD will probably authorize purchase and store in the storage unit.

Fall Color Tour – Jim Holton

- No report, info and ad is running in the newsletter

Historic Archivist – Kim Fritze

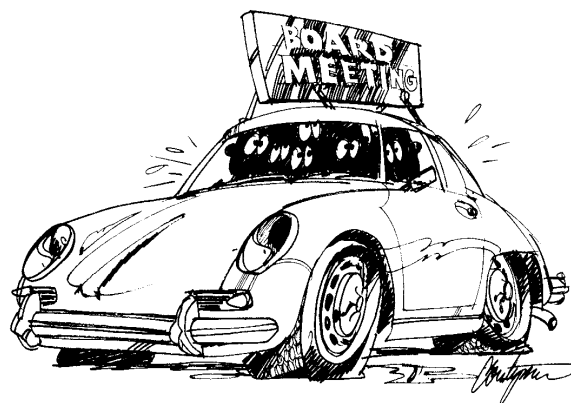
- No report

Insurance – Dan Perinovic

- No report

Membership – Ed Vazquez

- Membership is good! PCA numbers are 862 with 674 paying dues to Nord Stern. 78 renewals
- Wants to try one more targeted eblast to non-NS PCA members (110 ppl). They have already been dropped from the newsletter list. Club Talk is next.
- Cars and Caves went fine, not many garages were open.
- Cars and Coffee on Saturday, May 5, Ed will go with his tent
- Porsche of St Paul has an event on Sunday, May 6, ed will go with his tent
- Ed wants to buy a small folding table, we say go for it.
- Intermarque event, Balsam Lake event, Rochester social all coming up.



Met Council – Bob Kosky

- No report

Newsletter – Christie Boeder

- May is online

Octoberfest – Paul Bergquist, Mercedes Benz Club

- No report

Rally and Drives – Open position

- No report

Safety – Paul Ingebrigtsen & Chuck Porter

- Paul submitted three incident reports
- Chuck's first event went well

Social Media – Betsey Porter

- Created Instagram account in April: nordsternpca
- So far, it is going really well. We have 114 followers.
- We follow all PCA regions that have accounts, all advertisers, local dealerships. Porsche related events, etc. No members
- Will concentrate on posting professional photos. Facebook can be for fun stuff and advertising events.

Shop and Tech relations – Roger Johnson

- June 9 tech session by Jen at Carsmotology at Imola on June 9. Roger will put something together for Club Talk.

- US Bank Stadium tour still has spots open.

Touring – Randy Walker

- No report

Track Relations – Jim Bahner

- No report

Webmaster – Dave Anderson/Christie Boeder

- Christie is watching Word Press tutorials for new site, will have to wait till school year is over to concentrate on it.

Old business

- Junior PCA program is still open, Lara will put out an eblast.
- Autolieben is cancelled. Jackson has too much to do for school. Will try and do one in 2019.
- Maybe think about doing a drive up to Club Race and then have a "tour the Paddock" event for people who don't normally attend track events. Roger will investigate.

New Business

- None

Meeting adjourned 8:15 p.m.

Respectfully submitted,
Betsey Porter, Secretary

Drive Them . . .

continued from page 18

go there. Despite the fact that, if you read the buff books and on-line car sites with any regularity, you're intimately familiar with the rumor mill. And so are they. They just won't say.

I'd love to see them drop some nuggets about something. You know they do it elsewhere - the buff books don't make it up. Right? Right?

Ah well. If you're a gear-head, it's still a fun day out of the office. Even if you don't actually go anywhere.



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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

I have always been in love with the style of Porsche cars, for as far back as I can remember. The bug bit extremely hard when I acquired a '97 Boxster. Yea, just a base Boxster, but that's all it took. I scratched the itch when after the Boxster went bye-bye I acquired a 2004 Cayenne Twin Turbo. A truly great vehicle but, as nice and as capable as that machine is, it still left me with an odd feeling. I really needed another convertible, but the call numbers had to be 911.

I started looking around for the right "one" pretty much to placate my psychic but not really getting too excited. All that changed when I joined PCA and Nord Stern. I didn't realize you get great magazines and a top notch newsletter with Classified ads in both publication. Leafing through last summer's offerings a small ad hit me. It seemed the sports car gods had seen fit to make sure I noticed and responded to the car that was meant to be mine.

I really liked the style and looks of the Porsche Phils Satan (99-2005), sorry, but I like the fried egg look and I really like the Cabriolets. But the value and price level was my shot to own a really, world-class sports car. So I contacted the seller. Zach and I hit it off immediately and we talked forever the first time, and our dance went on for about five weeks off and on until I really knew this car. This car was my preference, a black-on-black convertible with very few dings (but hey, it is a 17-year-old daily driver).

Everything about the car started to say my name every night after talking to Zach. Shape, he sent videos and showed me how well taken care of the exterior was. Tires, check. Miles, Check. Cabriolet, Check. 6-Speed Manual, check. Maintenance records, check, IMS Bearing: oh oh, no check (later). Talked to the shop that serviced this car and everything checked out but no replacement bearing. What to do, damn. I researched and researched; 8% bad so that meant 92% are okay. Am I going to be an 8 percenter? Oil and filter check for shiny pieces of metal and my dream would go bye-bye. Guess what! No shavings, clean as can be, check.

Brakes, oh my god it needs brakes. No biggie right? I forgot to mention I live in Minneapolis and my dream car was in Hollywood, yea, Hollywood, California. Zach said he would meet me half way on shipping the car back to Minneapolis, but, call me goofy, old fashion, weird, dumb, but ... I have never bought a car sight unseen and I wasn't going to start with my "Dream Car."

Or so I thought, when, well a few calls later I had all the brake parts on order and Zach found me a garage

to rent in an Eastern suburb of L.A. with a lift and a complete lineup of tools. A few things had to happen first though, and most importantly, I had to buy the car and I knew I couldn't drive it home without those new brakes.

About five weeks have gone by now from my first inquiry, so it's the moment of truth. A funny thing happened in those five weeks as Zach and I were becoming friends. Our every other day phone calls got to be less and less about the car and more and more about each other. I was old enough to be his father and he could tell I was a true Porsche fan. Zach kind of turned the tables on this transaction when he really meant it when he said he wanted his car to go to a good Porsche home and he didn't want to sell to just anyone else, (who knows I might of been the only one to bite on it??). I honestly call him a friend.

We agreed I would buy the car and that I and my wife Susan would fly out to do the deal. With a couple of extra pieces of luggage (four rotors, four



sets of pads, and sensors) Go West old man I did. I didn't want to ship parts out there and find them not there and waiting for me. With the garage rental in hand, we flew out to Los Angeles on a Sunday (if you could have eavesdropped my wife's calls to friends and family you'd have heard she thought I had dashed into the loony tunes cartoons at Disney!



In Love with The Porsche Style . . .

The Lengths One Goes To for Our 'Loves'

*by Scott Morse
(read the story and you'll know
his car!)*

*"We rent a nice Airbnb
condo in Marina del
Ray and settled in before
heading out to meet my car.
Around the corner from OJ's
house . . ."*

Continued on page 37

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.

Open tandem axle trailer for sale

Has tire rack for 8 tires and load-equalizing hitch which is fabulous, ramp extenders for loading lowered cars, and ratcheting tie-downs, locks, electric brakes. Steel frame and treated wood surface. Tows great - very stable. \$1,000, Dave 612 578 4638 djgaley@yahoo.com

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.

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.

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.

In Love . . .

continued from page 35

We rent a nice Airbnb condo in Marina del Ray and settled in before heading out to meet my car. Around the corner from OJ's house, yes. The same (if it doesn't fit you have to acquit), I met Zach at his condo. He looked like an ad for Porsche, 30-something, tall, dark, and handsome: a perfect car for him, but he hurt his back and was having trouble getting in and out of the car. Zach got the cash and I got a car with questionable brakes. I wasn't so sure this car should be on the road, the brakes were that rotten. After completing the sale, the car is now in my possession and more importantly, our ride home! Pressure is on.

Monday Morning 7 AM rush hour LA, but coming at me not running with me. I set out to the garage I had on hold armed with the parts, I arrived about 10 am with no foot on my neck to get it done fast. Put the car on the lift and off with the tires. Drivers side front lickity-split perfect. Next, passenger front oh no that caliber bolt is not coming easy, OK I'll squirt some brake cleaner and penetrating oil in the space and went on to the rears, I would return to the passenger front and turn the bolt every now and then and it would yield a quarter turn or maybe even a half. Squirt more oil and let sit try and repeat. The two rear rotors and pads and sensors went on without a hitch. 3 hours have passed. It was 105 degrees outside and about 97 inside, it was a dry heat though its August in the desert. Back to the passenger front that bugger wasn't moving much. I allowed about 4 hours for the entire brake job as I am a pretty decent wrench, and its now 2 p.m., so much for my 4 hour brake job. It didn't take



this rocket scientist long to realize that the last professional to do this brake job, crossed threaded that damn bolt. Two and a half hours

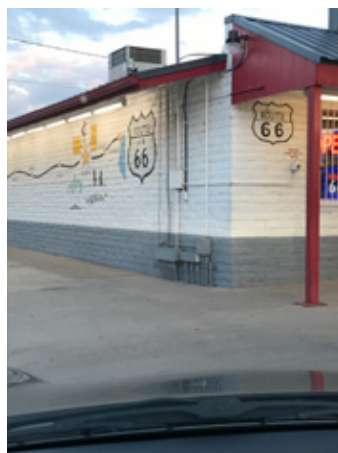
later I finally got that bolt out and had the hole re-tapped. Final torques and it was done, I was exhausted, I actually needed, Jorge, the garage manager to lift my last tire on, I was spent, combination of heat, age, and needing more water helped in my need for the last lift of the tire! So the tally, in at 10 a.m. done 7:30 p.m. back to Marina del Ray at 8:30 p.m. and out to dinner with my wife Kathy at the "IN and Out Burger" at 10 p.m. asleep at 10:15 p.m. It was a long hot day but oh so rewarding. The brakes worked and are working like they should, brand new and OEM.

Tuesday Morning

Awake at 7 a.m. another beautiful LA summer day, Kathy had spent Monday on Venice beach

while I was working on the brakes so she said we should go see it. Its hard to believe we are one species living in the

same country. We ambled around for awhile and spotted the Santa Monica Pier with the road sign Route 66 ends, that's where we began our trip home. Top down on our way to San Bernardino and on the highway I was getting a vibration so into the Goodyear store I went and sure enough a weight had been knocked off one of the wheels and I had them rebalance all four and I threw in an oil



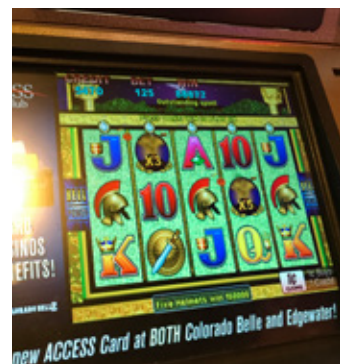
change while they were at it (no sparkles). Back on Route 66 and eastbound were off.

Kathy had never seen the Grand Canyon and it wasn't much of a detour to go show her something that doesn't disappoint when you get there. We called ahead for a hotel room and spent the night in the south rim. When she saw it for the first time ever she actually dropped some tears as did I and I've seen it 3 times. So 45° in the morning, crystal blue skies and the deepest ditch you will ever see and oh yes, my Black on Black convertible with new brakes, cruising around the Grand Canyon.

Wednesday Morning

Blue Skies top down head down the highlands on a winding road perfect for Porsches that like to go fast, wait a minute, what's that black cloud coming from? In a flash, pouring rain and we're pulled over to get the top up. Now the windows steam up and we are a little wet and the temp just fell 25 degrees. The heater works well in these 911's but that would be the last time we were going to use it since we were heading into the deserts of Southwestern U.S. Still on Route 66 and it shares with Interstate 40. Looking for our next lodging stop we noticed Laughlin, Nevada wasn't too out of the way and we booked a room at the Tropicana. It had been a long day and Kathy couldn't drive. She has no clue how to use a manual transmission so I had the hard task of driving every mile of this trip, so sad!

We gambled for 20 minutes, had a steak, and went to bed. Across the street at the Colorado Riverboat we ate breakfast and were ready to hit the road. Kathy had to play a couple of her 94-year-old luckiest father's numbers. He has certain numbers he plays and you wouldn't believe it, but they come up more often than not on the Roulette wheel and I'll be damned, she hit them. Meanwhile, I sat down at a penny slot machine to pass a few minutes. I only had \$100 bills on me so

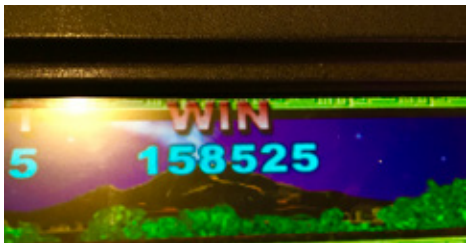


Continued on page 38

In Love With . . .

continued from page 37

I put it in this machine. I said to myself, if it gets down to \$50, I'm outta here. Well, it got down to about \$55 but then bang, bells,



and music and lights were going crazy. The guy sitting next to me said, that was a nice \$150 hit, and I'm thinking, wait a minute. 150,000+ pennies is more than \$150, oh wait, it turns out I hit 158,000 pennies and 15 one-hundred dollar bills in my pocket - it was time to hit Route 66 again!

Thursday resumed driving

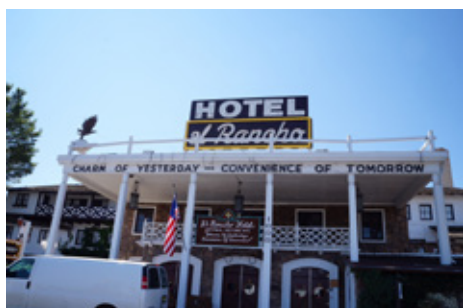


Across the deserts of Arizona and New Mexico we went through cities and dust towns, we tried to stay on the original Route 66 as long as it would allow us (if anyone plans on doing RT. 66 the interstate is swallowing large chunks of miles and it may cease to exist) The plan was to stay on the Route 66 till Oklahoma City and cut north to interstate 35 into Minneapolis, so much for plans. One phone call changed the plan. Our daughter called and she got engaged. We

were to detour and go to Spirit Lake, Iowa and meet her new in-laws for a Labor Day Picnic.

Friday Afternoon

The El Rancho Hotel Bar and Restaurant . . . Famous actors, Photographs plastered on the famous getaway as it was used to film a lot of



westerns and John Wayne was the man. The countryside was Hollywood's location for many 1940's and 1950's Westerns, filming a true Americana stop. You have to see it.

Friday Evening

Waking up in south-central Colorado home of the new pot for everyone state we packed up for the last leg of our fabulous trip with a afternoon stopover at the lake one of two lakes in Iowa. Full disclosure, I, at the time of this trip, had two bad hips that needed attention and when I got to Spirit Lake, I had a hell of time getting out of this car. My hips were so tight I really had to push it to make the last drive home out of Iowa.

Saturday Evening

Coming into the home stretch with Eden Prairie within eyesight, made it safe and sound with new brakes and for now, no IMS failure. Only if now someone could come over and get me out of the driver's seat! I am only 4 inches off the ground!

Side Note, or the 'Behind the Scenes' info!

Another reason to a brake job was as follows:

"Hollywood Porsche wants about \$3,500 for a brake job. I said to hell with that, I'll do it myself even if I have to jack up one wheel at a time on the street.

So that's why, and by doing it myself I was definitely all-in for about \$900 - including the garage rental and tipping the garage guy for helping me.

So you see winning \$1,585 paid for my brakes and the room with food and fuel for the trip back home.

All told my Nevada gambling winnings pretty much covered the the whole trip . . .

But not the cost of the car!





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