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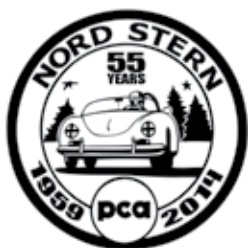
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S T E R N



PORSCHE

A U G U S T 2 0 1 8

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

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Cover:

Studded Tires! Now that's a Minnesota 'scene' from yesteryear however this was spotted in California, of all places. Loved the patina of the 356, too.

Photo by Christie Boeder at the 2018 Luftgekühlt in Los Angeles this past Spring.

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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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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

Welkommen . . . Welkommen . . . Welkommen

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



David Bolles

Lakeville, MN
Silver 2003 911 Carrera 4S

Dave Dawkins

Afton, MN

Jeff Eckroth

Bismarck, ND

Gilbert Galvan

W St Paul, MN
Black 2002 Boxster

Ben & Jenni Mueller

Bloomington, MN
Blue 2014 Cayman

Ray Price

Rochester, MN
Silver Metallic 2018 718
Cayman S GT

Scott Ramsay

Saint Paul, MN
White 2014 Cayenne GTS

Tim Stolz

Excelsior, MN
1985 911 Targa

Cody Zebro

St Cloud, MN
Guard's Red 1988 944

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!).

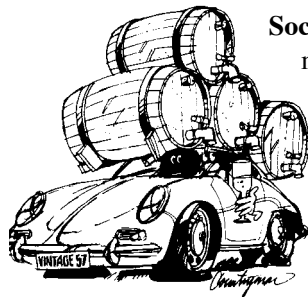
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



Ryan and I just returned from our first Porsche Parade, and WOW, what an experience! For those who have never been, it can be a bit overwhelming, but I already can't wait to go again. It was one of those weeks that just flew by. The entire week was totally Porsche-centric. I barely even glanced at the nightly news. That's when you know it was a good trip!

This year's Parade was held at the Lake of the Ozarks in Missouri and based out of the Tan-Tar-A resort. The hotel went all out for us setting up cars in the lobby and conference rooms, as well as replacing some of their art with giant pictures of Porsches. They even made a special addition to one of their boat docks for the occasion.

Lake of the Ozarks is absolutely beautiful this time of year, albeit quite hot and humid! The Parade organizers did an amazing job of keeping us hydrated. We participated in one of the boat tours, the historic display at the Concours, autocross, the bourbon distillery tour, the gimmick rally, and of course the Parade of Porsches on the last day. That was quite a site to see with about 300 cars lined up for the parade! We also did a bit of volunteering, and let me tell you, none of those events would be possible without a gaggle of volunteers to help things run smoothly! We were especially thankful to the volunteers at the autocross that spent a day of their Parade standing in the hot sun picking up our cones. That's real dedication!



For the Concours, we had a couple of winners from our region. Please congratulate **Kelly Manley** and **Kim Crumb** for proudly representing Nord Stern, and keeping their cars much prettier than I can ever dream of! Kelly won with a 1973 914 and Kim won with 1989 928 GT. Way to go! Kim also finished first in the autocross, and in the same car he won the Concours in! I'm just thrilled I managed to make it through the course without taking out any cones.

We had such an amazing time. I love getting to meet people from all over the country that share our passion. I also got to spend some time with fellow Nord Stern members; some that I knew, but I also got to meet some new faces too! It's funny how that works out. You live a short distance from one another, but travel hundreds of miles to spend time together. Such is Parade!

Parade next year will be held in Boca Raton, Florida. They showed us a little teaser video the last night, and it looks like it will be even more stunning than this one. I hope that you can make it; you won't be disappointed!

By the time you read this, our annual Club Race and charity auction will have already passed but look for a recap in next month's newsletter. We also have our annual trek to Vino in the Valley and the Eau Galle cheese factory coming up August 11. It's a fantastic drive, and Randy Walker does an incredible job of putting it on every year. Message him at rswalker@baldwin-telecom.net if you're interested in attending.

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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

As always I am so grateful to all the members who invariably contribute content for our monthly newsletter without any badgering on my part!

Thank you, thank you, thank you - you know who you are and I'll again reiterate that I love hearing from any member, all members, newer, older, you name it. And I'm not referencing anything chronological with that sentence!

I'm one very fortunate editor as I know with the Internet and the ease of 'Googling' just about anything and everything anyone wants, needs, doesn't need it's pretty easy these days to have info and news at one's finger tips. Now, I personally believe that's a double edge sword as I'm often feeling burdened under an 'information overload' as well as that general anxiety of being aware of 'too much' and worrying about this and that and the general state of whatever craziness is happening all around us locally, nationally and globally. Back in the day when it took awhile for 'news' to travel, I frankly think it was a more sane life to not be aware of just about everything that's happening in some far flung part of the world (or should we shall the Galaxy!). Just too much.

Anyway, I think this month's issue is digestible, a few fun stories, some follow up pics and info from recent Nord Stern activities as well as my hubby's take on the LA's Luftgekühlt gathering. It was a fast and furious - but fun - weekend get-a-way for us and we were glad we went but do check out his take on it!

Also, the recent *All Porsche Show*, which we missed due to a pre-planned vacation, looks and sounds as a resounding success by any measures. Pictures (hmmm,

go download the PDF off the website for the color version!) near the back of the issue. Take a peek and make sure this is on your schedule for next year if you've not attended in the past, but if you have you know what a nice gathering it is! Here's Chair Phil's recap, or 'by the numbers':

Here's a quick summary of the 2018 All Porsche Show:

- 187 - the number of Porsches at the event including the celebrated long hoods and 968s
- 9 - 356s including a trio of astonishing Speedsters
- 1 - Singer - always a crowd favorite
- 300+ - the number of attendees
- 80 - the number of online pre-registrants
- 36 - the number of volunteers without whom the event couldn't be held
- \$4,500 - the amount raised for Courage Kenny

Thanks to all who attended and particularly the volunteers for lending their time and talents to a very successful show. Co-chairs Phil Saari and Mark Koegler are looking for some additional pictures of the event. If you have any images to share, please send them to Phil Saari ps356er@yahoo.com.

It's summer, I trust everyone is out there driving their cars and enjoying it all; after all these non-snow days are numbered in our region!

Hope to see you at the 'next event'!

From
the
Editor . . .

by Christie Boeder, '73 911



BJ Peterson
Nord Stern Member
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AUGUST

- 11 Nord Stern Vino In The Valley - Drive**
Maiden Rock, WI; Eventmaster: Randy Walker
- 25 Shine and Show Your Porsche**
8 a.m. - 11 a.m. Ugarte's @Chanhasen Autoplex

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
See Ad in newsletter for detail

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

"THIRD THURSDAYS" OF EACH MONTH

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

Utepils Brewing
25 Thomas Ave No.
Mpls, 55405
utepilsbrewing.com

Site of the old Glenwood Englewood Water Co. on
near

Further Performance Motors (Nord Stern Advertiser!)

2017

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
Chanhasen Autoplex from 8 a.m. - Noon

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.*

ATTENTION ALL NORD STERN MEMBERS & FAMILIES

Shine and Show Your Porsche!

Saturday, August 25, 2018

Open House - 8 a.m. to 11 a.m.

Chanhasen Autoplex

Sami and Roland Ugarte's Unit: 1690 Motorplex Ct #7

8150 Audubon Rd, Chanhasen MN 55317

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2018 SUMMER DRIVE

EVENTMASTER: Randy Walker

CONTACT INFO: 715-441-6084

email: rswalker@baldwin-telecom.net



Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. Browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information and pictures check out their website: <http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 11, 2018
- **Start Location:** Point Douglas Park, Prescott, WI
- **End Location:** Vino in the Valley
- **Time:** Arrive by 10 am, The drive will begin at 11 am
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting
- The event will be open to the first 70 Nord Stern club members who register by August 8th, 2018
- No registration will be accepted the day of the drive
- To register please send an email to: rswalker@baldwin-telecom.net

fresh. Two thirds of a page in *The New York Times* under the headline “Classic Car Museums Are Losing Much of Their Luster.” It’s another sad day for gear heads.

Exhibit A is the Auto Collections at the Linq Hotel @ Casino in Las Vegas, which was formerly known as the Imperial Palace Hotel. Have you been there?

The space consumes virtually the entire fifth floor of the hotel, and it has for the last 40 years. Up until 1999, the venue hosted the personal collection of hotel owner Ralph Englestad. That’s when Don Williams took over the space, showcasing some 150 - 200 cars at a time. He got it rent-free, in exchange for the hotel pocketing ticket and merchandising revenue.

The article quotes Rob Williams, Don’s son, sitting at a “wooden desk on one end of 125,000 square feet of emptiness.”

“I can’t wait to close the door and walk away. I don’t want to remember this place like this,” he says. In its prime, the space hosted some 3,500 visitors a day, making it one of the most popular daytime attractions in Sin City. By the end, according to Williams, attendance was down to fewer than 1,000 per day. The museum closed its doors last New Year’s Eve. And most of the cars were auctioned off.

Hostetler’s Hudson Auto Museum in Shipshewana, Ind came to the same fate on the same day. A year earlier, the Walter P. Chrysler Museum, on the campus of Fiat Chrysler outside Detroit, was shuttered. And, a few months before that, the Riverside International Automotive Museum, the last physical remembrance of that once-fabled track, also bit the dust.

What’s going on? According to the Times article, Kurt Ernst, editor of the classic-car news site Hemmings Daily, included the following in his five predictions for 2018. “Expect to see more museums close and more collections head to auction,” he said. And Ernst added, “If you have a favorite museum, 2018 will be a good year to pay it a visit, or better yet, make a donation.”

Then there’s Matt Anderson, a curator at the Henry Ford Museum of American Innovation in Dearborn, MI, and president of the National Association of Automobile Museums. He says in the Times article that his members are “struggling with this realization that younger folks aren’t into cars the way their parents and grandparents were.”

But wait. There are some rays of sunshine. Take the Indy 500 Museum in Indianapolis. The Shelby American Museum in Boulder. The Petersen

Automotive Museum in Los Angeles, which underwent a \$180 million renovation, before reopening in 2015 as a glittering car palace.

Or the Gilmore Car Museum in Hickory Corners, MI, which lets visitors take lessons on driving a vintage Model T. The catch? You have to book ahead. And the Simeone Foundation Automotive Museum in Philadelphia, which hosts twice-monthly “demonstration days.”

What’s different at these facilities? According to the article in The Times, these venues have tried to offer “unusual experiences and a different mix of wares.” Although, whether this works long-term, is anybody’s guess.

I’ve tried to help it along. For Father’s Day last year I got my daughter and son-in-law a family membership at the Petersen, which is close to where they live. They take my two grandsons, almost four years old and one, to see the “cool cars” on a regular basis. To spur interest, every time I visit I bring along Tonka toys for them to play with, mostly of Porsches. And we practice saying “PorSHA.”

So, to a certain extent at least, there’s still a lot of interest out there, among young and old. Car shows abound, as do Cars and Coffee get-togethers. My daughter informed me that, for Father’s Day this year, they took the boys to Rodeo Drive for the annual display of exotics.

But I wonder whether this will be sustained. Will my grandsons ever actually drive a car, by the time they come of age? Will they care? I don’t know. I just hope I’ll be around to find out.

According to the Times story, museum closings are not entirely doom and gloom. Kevin Biebel, chair of the Saratoga Auto Museum, says that these shutdowns often mean the cars are going to new collectors.

“They’re not going to the crusher,” Biebel notes. “They’re not getting turned into soda cans.... They might not be that tourist attraction, but they might very well be the next making of another car collection.”

I sure hope so. Although it sounds like the cars won’t exactly be open to public enjoyment. Rather, they could very well be locked up tight in private warehouses, only to see the light of day at special events and at specialized car shows.

Oh well. It’s better than scrap iron, I guess. I have my memories and I’ll cherish them always.

Say It Ain’t So . . .

by Danielle Badler
courtesy July 2018 PCA
Newsletter Editors Facebook page

*“I can’t wait to close the
door and walk away.*

*I don’t want to remember
this place like this,”*



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Over the last couple of years I'd read about and seen photos from the first couple of Luftgekühlt's that were held in the Los Angeles area. They've appealed to me as they are informal celebrations of all air-cooled Porsches. Christie and I have owned four air-cooled 911's and we currently track a "long hood" Carrera RS clone, so this resonates with us. So we decided to go to LA in late April, to see what this was all about (Plus we were tired of the long Minnesota winter, even though we are both winter sports fans!).

It wasn't difficult to convince Christie we should go. We had a companion ticket on Delta, had points for a stay at the Airport Marriott, and our rocket scientist nephew (currently working for the Jet Propulsion Lab) and his wife and daughter had recently moved from Houston to the northern edge of the Los Angeles metro area and we hadn't seen them for 12 years. Plus, did I mention getting out of the snow and cold?!

Landing at LAX the cough that had plagued me all winter magically went away. I felt regenerated in the warmth. Perhaps we should retire to Southern California? That thought evaporated quickly as we fought traffic early on a Saturday morning. After a great visit with the extended family, late on Saturday we drove over to the coast, seeking Malibu. Unfortunately, more traffic! Seeking to recreate scenes from the Rockford Files (Jimmy, Jimmy, Jimmy! As Angel would say), we pulled in to Paradise Cove and ate dinner. Crowded, but decent food although the huge portions would have put a high school football team to shame.

Sunday we lingered a bit over breakfast, as the early email warnings from the Luftgekühlt organizers were that traffic would be difficult if you wanted to get in early. Wandering over to Torrance, where the event

was being held, we marveled at the variety of street Porsches joining us, plus all kinds of other enthusiast marques. It was certainly a change from the first couple of Luft's, as parking was held in a huge parking lot, with lots of volunteers directing traffic, and then shuttles to Ganahl Lumber's newest multi-million dollar facility where Luft was in full swing. A note about the Ganahl Lumberyard . . . I've represented a number of successful local lumber yards here in the Twin Cities but they are all put to



by Bruce Boeder, 1973 Signal Orange 911 RS Clone

shame by Ganahl's facilities. One could literally eat off the concrete everywhere, it was so clean (pic above). Not a board or timber out of place. Covered Lumber barns extending down the line with steel staircases extending up into the upper tiers so customers could see the product before it was brought down for sales. (Made for great viewing and great photo ops for the Porsches displayed in



the aisles). I was particularly struck by all the huge redwood beams for sale. Long, long beams. I have no idea what those sold for!

356's of every variety and color, long hood 911's, 912's, the occasional mid-80's Carrera and the featured 964's were everywhere. Plus "special" cars were inside the lumber barns, with really special

Another Weekend in LA . . . Luftgekühlt!

"It wasn't difficult to convince Christie we should go:"



Continued on page 33

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

Here are my garages from my
50's/60's and now 70's.

Time has a way of taking over
your life and your toys. But
the passion lives on!

– Dale Trippler

Right: 2007

Below: 2014



*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*

Can't go any wider . . . time to go higher

– John D'Onofrio



Sad News: We've lost Another Nord Stern Member

Loran Hall, who was a long time club member and was usually seen as a volunteer in the paddock managing cars coming on and off the track at our annual club race each year, died suddenly while working in his yard July 4.

– Jay Turkbas

Thanks Jay for letting us know this sad news!

I only met Loran a few times when volunteering at the Club Race. Very nice man. My condolences to his family and friends.

– Kim Meacham

Thanks for letting us know Jay. Loran was another fantastic club member that I am going to really miss. Rest in peace Loran

– Keith Jones

Loran was a great guy and way to young to pass away. Loran worked with many of us for many years Gridding at the Club Races. He will be missed.

Dale Tripler

Loran was a fantastic guy the was super dedicated to the club. He was thinking of getting more involved as an officer as retirement approached. Gone way too early. Our thoughts are with his loved ones. R.I. P. Loran

– Ron & Michele Johnson

Thanks for the info, Jay.

And yes, a really great guy, gone way too young.

– Bruce A. Boeder

Editor's note: Loran's online Obituary was particularly touching and while the club hasn't in the past included official obituaries, I think for those of us who've known and interacted with Loran and his wife, Bonnie, this is such a thoughtful read:

"Loran married Bonnie Jones on Aug. 25, 1978, at Sacred Heart Catholic Church in Sauk Rapids. The hallmark of Loran's life was his devotion to his family, his faith and his community. Loran was present wherever he went, often quiet yet exhibiting an inner strength that could always be relied upon. Firm in his convictions, he treated all he encountered with deep respect. He lived his Catholic faith with dignity and honor. He will be sorely missed by his family, his friends and the community he served so well.

Loran and his brothers John and Dan, were the fourth generation owners and operators of the downtown landmark business, Mathew Hall Lumber Company, where he served as President. His undying commitment to his community was evidenced by his active membership and participation with St. Francis Xavier Catholic Church; the Knights of Columbus; The Central MN Community Foundation; Community Giving; College of St. Benedict, Board of Directors; President of the Lumbermen's Merchandising Corp.; Central MN Development Corp.; and President of St. Cloud Opportunities.

Loran was a graduate of Cathedral High School, attended St. John's University, and graduated from St. Cloud Technical & Community College.

Survivors include his wife, Bonnie, to whom he was devoted; his children and grandchildren of whom he was incredibly proud: David and D'vorah Hall and their children Asher & Zephaniah of Hudson, WI; Angela and Ryan Schultz and their soon-to-be-born son of St. Louis Park; Lauren Josephine and William Wittrock and their children Hazel, Herbert and August of St. Joseph; Lt. Samuel and Lt. Sophie Hall, USN, and their daughter Penelope of Jacksonville, FL; parents, he honored, James and Pauline Hall of St. Cloud; siblings he respected and relied upon, Sharon Hall (James Page) of Coon Rapids, Karen (Tim) Miller of Coon Rapids, John (Nancy) Hall of St. Cloud, Daniel (Julie) Hall of St. Cloud, Ann Crepeau (Don Tremblay) of Crystal Lake, IL; and mother-in-law who, like his parents, he honored, Dar Jones of Venice, FL. Loran was preceded in death by his father-in-law, Walter "Wally" Jones.

In lieu of flowers, memorials can be made to Cathedral High School and Birthline."

Courtesy: <https://www.legacy.com/obituaries/sctimes/>

Kudos for the All Porsche Show

Thank you for a wonderful event and kudos to all who volunteered to make it happen.

– Todd F Smith

Great work to all! I could not make it due to work but was there in spirit.

– Michael Grabner

Great job all involved! Sorry I could not be there as it sounds like an awesome turnout!!

– Kim Meacham

Where We Were –

Where We Are –

Celebrating 55+ Years of Nord Stern



Everybody must have been off at Elkhart Lake or on family vacation. In place of her usual column Editor **Bobbi Miller** simply states, “*I’m on vacation . . . If your news isn’t in this issue, you didn’t get it to me . . . in time? Today is a great day . . . Bobbi.*”

The front and back covers of this issue were both 356’s from the Afton Concours: **Ross Collins’** Speedster on the front and **John Mayer’s** black 1962 356B on the back.

– Ron Faust

August 1994

- **Peter Vickery** covers two Concours classes organized by Nord Stern in advance of the big day at Afton City Park (that means at least four hours in addition to the twenty plus hours participants spent detailing every square cm of their cars). It’s been long enough since Nord Stern did this some readers might ask “What’s a Concours?” I always thought of them as a dog show; people would clean and detail their cars. Then amateur judges would

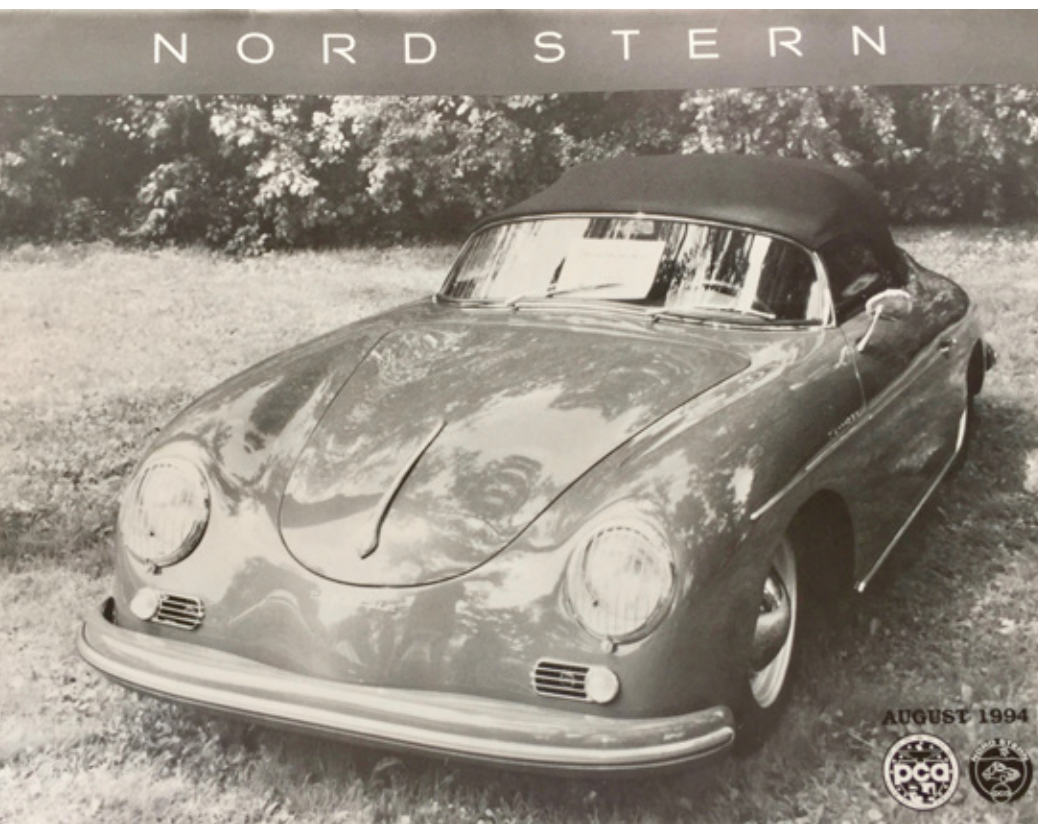
assign points based on cleanliness and originality (engine compartment and wheel wells, too) and awards would be given. The problem was that grass on the little park would be filled with 20 or 30 cars whose owners played this game and many very nice cars would be parked on the city streets surrounding the park. For judges, it was hard to assign points objectively to the 1st car you saw compared to the last car. Yet it was a fun game and once you detailed your car for Afton, you could just drive and wash it the rest of the year. Now replaced by the All Porsche Show in Roseville, who would guess in 2018 we would be putting nearly 200 cars on the grass and not judging a single one.

- **Kim Crumb** describes his trip to the SCCA Solo II National Championship in Salina, Kansas. He drove to it in his largely unmodified 928 street car and found that every other car in his class was a dedicated race car. In various runs he worked his way up from 5 seconds

off the leader to 2 seconds and drove home with a 5th in class.

- **Mike Selner** starts a new sponsor showcase reviewing local shops that cater to Nord Stern drivers and their cars. **Rick Moe** had opened Nurburgring in 1977, 40 years ago. Rick was factory-trained and head mechanic at a dealership in San Juan Capistrano, he also worked for an independent Porsche race shop in LA. Most of his customers drove air-cooled cars. He is still very active in Nord Stern and now restores and maintains a fleet of 30+ 356’s in a local private collection
- The Last Fling was coming up; registration for the weekend was only \$70 (registration for the Road America event that year was \$175). By comparison fees for Club Race weekend this year are:
 - \$350 for Drivers Ed
 - \$390 for the two sprint races
 - \$150 for Friday test and tune
 - \$95 for the enduro
- From the *Comstock Lode* of June 1994 comes an article (reprinted elsewhere, see page 20) listing the Ten Best Tools of all time. The only one that that’s hard to find now is #10: A quarter and a phone booth . . . !
- The Marketplatz lists:
 - Mike Selner’s 1987 944S
 - 1979 911 SC Targa for \$12,500
 - 1988 928 S4 for \$28,500
 - 1973 914 2.0 concour car for \$12,000
 - Roger Johnson’s red 1986 Carrera for \$24,000; he’s also offering 7x16 and 9x16 Fuchs with new BFG’s for \$1,950
 - 1973 914 2.0 in Maine for \$8,750/BO
 - 1979 924 rare 5 speed in KY
 - 1987 911 Carrera for \$30,000
 - 1980 SC Targa for \$17,000
 - 1964 356 C # 130175 in guards red, just restored, for \$16,900

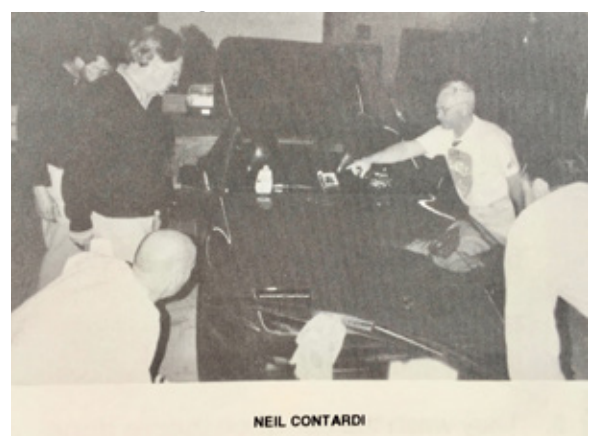
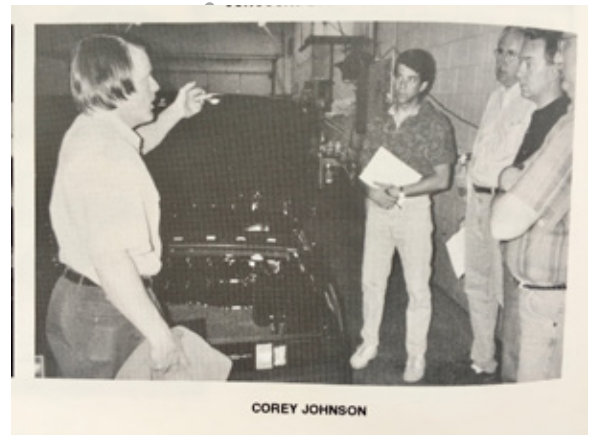
NORD STERN AUGUST 2018



Right: From Back Cover of the newsletter is John Mayer's gorgeous black 1962 356B

Left, the newsletter cover with Ross Collins' Speedster

Below, we really used to push name tags, perhaps an option for the current era in Nord Stern! Many a newer member as with all clubs, turnover does happen. Granted there's a significant percentage that are what I call 'lifers' of which your editor and spouse confess they are! And for the sharp-eyed, there is a scan here that includes a younger Mr. Boeder! If you spot him, let me know - the editor



The Scans Continue . . .

Our editor distinctly remembers the very first time we drove over to Elkhart Lake and the track, figuring out how to get there on those County roads that only have letters was a hoot. While the map to the right gets you 'there' back in the day the signage wasn't quite as straightforward as it is now. I recall our exiting and heading north on one of those lettered County Rds and running into the track, having to drive around to find that front entrance. Kind of fun, though. Now I think we could drive 'blind-folded' we've been there so many times since then!

P.C.A. - Milwaukee Region
Presents: Your third opportunity!
BLACKHAWK III Driver's Education-Wednesday August 24, 1994

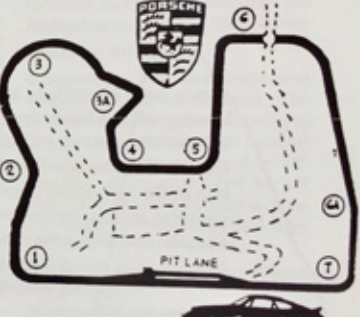
Be sure you don't miss our last summer event at "the Farm". Get those brakes bled and your RSVP in the mail to reserve your spot to join us to continue working on improving your driving skills!

SCHEDULE:

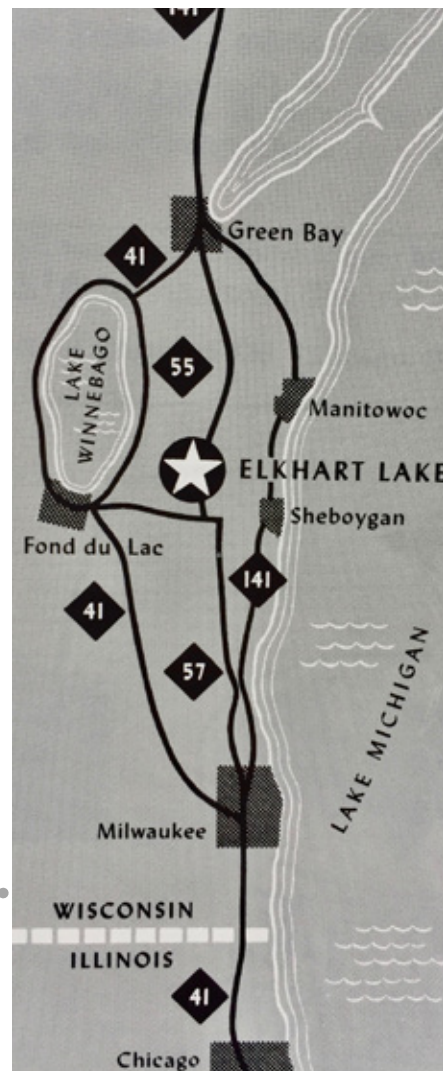
Time	Activity
7:00- 8:15am	Registration/Tech. Inspection
8:15- 8:45	Mandatory Driver's Mtg.(no show, no drive!)
Run Group	
9:00- 9:30	III Experienced**
9:30-10:00	I Novice
10:00-10:30	II Intermediate
10:30-11:00	III
11:00-11:30	I
11:30-12:00	II
12:00-12:30	III
12:30- 1:00	I
1:00- 1:30	II
1:30- 2:00	III
2:00- 2:30	I
2:30- 3:00	II
3:00- 5:00	Scheduled day of event

** Novices to passenger with experienced group at 9:00am.

WHERE? BLACKHAWK FARMS RACE TRACK - Rockton, IL (1.5 hrs. S.W. of Milwaukee)
FROM MILWAUKEE: Take I43 west towards Beloit, I90 east 2.5mi., exit @ the Hwy.75 (S.Beloit Rockton)Exit which is Gardner St. Take Gardner west to Blackhawk Rd., right on Blackhawk Rd. to Shirland Ave, left on Shirland to Fisher Rd., left on Fisher to deadend @ Prairie Rd., left on Prairie Rd. to Blackhawk Farms track entrance sign on your right.



DRIVER'S SCHOOL



A Wee Bit of a Boo Boo

photo by Lara Dant

I just LOVED this photo by Lara shared along with the story behind the new 'graphic' for their car and asked her to submit it for the newsletter. Just awesome, for some reason this 'bandaid' just makes a great photo IMHO.

The Story, per Lara: Our S2 was side swiped (they left their insurance info!) and we didn't have timeto get it fixed before heading to the Porsche Parade. I think the bandage covers it quite nicely!

Next question: Where did you find that 'bandage'?!



Automobiles are made up of many sub-assemblies and are joined mostly by welding or bolting together. We will talk about bolts, which uses the simple machine principle of the inclined plane, just wound into a spiral. Bolts have external threads, and nuts have internal threads. So that they work together, SAE and ASME have laid out specific dimensions for major diameter, minor diameter, thread angle and so on. They can be made from many materials; from plastic, bronze, aluminum, stainless steel but mostly steel. Interestingly, a stainless bolt and stainless nut make a bad combination as they tend to stick and gall. Steel bolts can be plain or coated to prevent corrosion. Zinc is the most common coating, but cadmium is best as it is also a dry lube. Unfortunately, cadmium is highly toxic, so it is only used in government applications. In most applications, the friction of the bolt and nut against the assembly plus the friction of the threads keep the assembly from unscrewing if properly tightened.

The hex head is the predominate shape, as it can be turned by 6 or 12 pointed sockets, or a two sided spanner, and 6 pt or 12 pt box end. Some bolts have 12 sided heads. And then, hollow head bolts that accept a six-sided hex wrench (Allen is a trade mark), a 6 pt torqs wrench (like a 6 pointed metric star with rounded points), and even a 3 square (12 sharp points). Almost all bolts are right hand (looking at the end, one turns it clockwise to tighten. Yes, there can be left-hand bolts and/or nuts for special circumstances.

Even among the steel bolts, there are differing grades of steel, depending on the strength required for the job. The common grades in the English system are 0-2, with no markings, grade 5 with three radial lines on the head (I know, doesn't make sense), grade 8 with six radial lines, and Super with a sunburst. Metric uses 8.8, 10.9 and 12.9 roughly equal to 5, 8, super. Each has a specific torque that will maximize holding forces. And as if that isn't enough, there are also stretch bolts for special applications like head bolts. These are torqued to a specific value, then turned another amount such as 90 degrees. Stretch bolts are torqued into the plastic range of the steel, and therefore can't be reused, and they are very spendy. Auto bolts can be made to the auto manufacture's spec, and have no markings. One might think that the same grade nut should be used with the same grade bolt, the nut one grade lower deforms a bit and spreads the load over more threads, giving a stronger assembly.

English bolts have a couple of common thread pitches, coarse and fine, defined by fractional size and threads per inch, such as 1/2-20. Metric bolts are defined by mm and pitch distance, such as 12 x 1.5. Automobiles switched to metric years ago, and mostly use fine pitch, as the strength is greater (note with finer threads the minor diameter is larger for the same size major diameter).

In bolt school, they taught that it is better to design using fewer, but stronger bolts. Money is saved in assembly time, and the margin on higher grade bolts better for the supplier.

The repair manuals have large tables of almost everything telling you what torque to use, and it is good practice to follow it. A beam type torque wrench is very cheap and accurate. Generally, if the threads are lubricated, torque has to be reduced 10-25%. If you look in your drivers' manual, it should list the wheel bolt/nut torque.

At a dealer, they use air wrenches, and to get an approximation of the torque, a plastic extension decreases the available torque to the right value, different color extensions for different values. For a Jeep, the 12 x 1.5 bolts call for 100"#. Good luck on the roadside with the teeny wrench supplied. When bolting up wheels, it is good practice to tighten bolts in a cross sequence – the next bolt to tighten is as across as possible, to minimize the possibility of warping the wheel or rotor. Don't screw it up :<)

BOLT DIAM.	THREAD PITCH	FOOT POUNDS					
		0-1-2	5	6	7	8	SUPER
1/4"	20	5.5	9.7	11.0	11.5	13.0	15.0
	28	6.0	11.0	12.0	13.0	15.0	15.0
5/16"	18	10.0	18.0	20.0	21.0	24.0	24.0
	24	11.4	20.0	23.0	24.0	27.5	27.5
3/8"	16	21.7	39.0	43.0	45.0	52.0	52.0
	24	24.5	44.0	49.0	51.0	59.0	59.0
7/16"	14	32.4	58.0	65.0	67.0	78.0	78.0
	20	38.4	69.0	77.0	80.0	92.0	92.0
1/2"	13	43.5	87.0	97.0	102.0	116.0	116.0
	20	54.6	103.0	115.0	121.0	138.0	138.0
9/16"	12	57.5	111.0	123.0	129.0	147.0	147.0
	18	68.0	131.0	145.0	153.0	175.0	175.0
5/8"	11	85.0	173.0	192.0	201.0	230.0	230.0
	18	102.0	200.0	224.0	233.0	269.0	269.0
3/4"	10	152.0	290.0	324.0	336.0	389.0	389.0
	16	182.0	345.0	384.0	403.0	461.0	461.0
7/8"	9	222.0	500.0	555.0	583.0	666.0	666.0
	14	261.0	585.0	653.0	685.0	784.0	784.0
1"	8	307.0	600.0	769.0	807.0	923.0	923.0
	14	370.0	830.0	925.0	967.0	1111.0	1111.0

Courtesy Premier Industrial Corp.
Cleveland, Ohio

*Superb Motoring,
John Elliott*

*courtsey Northern Star
Summer 2018*

*"... a stainless bolt and
stainless nut make a bad
combination as they tend to
stick and gall. . . ."*

The Ten Best Tools of All Time

*Reprinted from The Comstock
Lode, June, 1994.*

*Appeared in Nord Stern
August 1994*

*“Scientists have
yet to develop a
hammer that packs
the raw banging
power of granite or
limestone.”*

*There are only ten things in this world you need to
fix any car, any place, any time.*

Forget the Snap-On Tools truck; It's never there when you need It. Besides, there are only ten things in this world you need to fix any car, any place, any time.

1 -Duct Tape

Not Just a tool, a veritable Swiss Army knife In stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, towrope, and more in one easy-to-carry pack-age. Sure, there's a prejudice surrounding duct tape in concours competitions, but in the real world, everything from Le Mans-winning Porsches to Atlas rockets use it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.

2 -Vice Grips

Equally adept as a wrench, hammer, pliers, bailing wire twister, breaker-off of frozen bolts, and wiggle-it-till-it-falls-off tool. The heavy artillery of your tool box, vice grips are the only tool designed expressly to fix things screwed up beyond repair.

3 -Spray Lubricants

A considerably cheaper alternative to new doors, alternators, and other squeaky Items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the Infamous little red tube that flies out of the nozzle If you look at It cross-eyed, one of the ten worst tools of all time.

4 -Margarine Tubs with Clear Lids

If you spend all your time under the hood looking for a frendle pin that caromed off the peddle valve when you knocked both off the air cleaner, It's because you eat butter. Real mechanics consume pounds of taste-less vegetable oil replicas, Just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

5 -Big Rock at the Side of the Road

Block up a tire. Smack corroded battery terminals.

Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a “made in India” emblem is not synonymous with the user's maiming.

6 -Plastic Zip Ties

After twenty years of lashing down stray hose and wiring with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, It works both ways. When buying used cars, subtract \$ 100 for each zip up under the hood.

7 -Ridiculously Large Standard Screwdriver with Lifetime Guarantee

Let's admit It. There's nothing better for prying, chiseling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when wtelded with gusto and a big hammer. This is also the tool of choice for all filters so insanely located they can only be removed by driving a stake in one side and out the other. If you break the screwdriver-and you will, just like Dad or your shop teacher said -who cares? It's guaranteed.

8 - Baling Wire

Commonly known as MG muffler brackets, baling wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for Concours contenders since it works so well you'll never need to replace it wth the right thing again. Baling Wire ts a sentimental favorite in some circles, particularly with MG, Triumph, and the flathead Ford set.

9 -Bonking Stick

This monstrous tuning fork With devilishly pointy ends is technically known as a tie-rod-separator, but how often do you separate tie-rod ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it.)

10 -A Quarter and a Phone Booth

Sec # 1 above.

Read the title from the back side: PCA Club Racing.

Most PCA members know a little about Club Racing from what they see in the Newsletters, from what they may hear and discuss with other Porsche friends, or from what they may see at the different tracks when these events are being held, but seldom do members know the inside workings of a PCA Club Race. I'd like to give you a glimpse at the back side of PCA Club Racing.



A PCA Club Race is one of the most interesting events for a Porsche owner to attend whether you come to the event as a racer, a volunteer, or just to enjoy the camaraderie and experience the sights and sounds of the spectacle that is PCA Club Racing.

These races are held throughout the US and Canada on some of the most known and respected tracks and sport exclusively Porsche racecars of all types and model years, grouped by classes.

PCA's Club Racing's Motto has always been: *"There is a race class for every Porsche ever made."*

There is no entrance fee and attendees (only PCA members and their guests) have full access to the paddock (cars and drivers) and get a taste of what Club Racing is all about. At many Club Races you can mingle with some of the best pro-drivers in the world (well, maybe not BIR!). Many pro-drivers are also PCA members who enjoy the camaraderie and competition of pure Club Racing.

Racing for the fun of it. What a concept! No prize money, just bragging rights and maybe a trophy.

Only in PCA Club Racing can an amateur racer compete against some of the top pro-drivers in the

world. Try to see if you can form a foursome of golf with Tiger Woods, Phil Mickelson and Rory



Randy Pobst

McIlroy.

A PCA Club Race takes years in the making and it requires the expertise and generosity of lots of volunteers to make it happen. Organizing Committees start working on next year's Club Race the day this year's ends. (Editor's note: at least the larger ones do start that early!)

The PCA Club Racing Committee, the PCA National Office and the PCA Regions work in unison to put a Club Race together.

The PCA Club Racing Committee maintains the Club Racing Rulebook, determines the licensing procedures and oversees all of the planning of a Club Race. One or more PCA Regions organize each Club Race and have full financial responsibility for their race.

In a typical year PCA puts together over 30 Club Races. These are held at famed tracks in North America, such as: Sebring International Raceway, NOLA Motorsports Park, Texas World Speedway, Road Atlanta, Thunderhill, Auto Club Speedway, Lime Rock, Monticello Motor Club, Circuit of the Americas (COTA), Buttonwillow, Watkins Glen, Motorsports Park Hastings, Mazda Laguna Seca, NJMP Thunderbolt Raceway, Virginia International Raceway (VIR), Putnam Park Road Course, Brainerd International, Canadian Tire Motorsports Park, Gingerman Raceway, High Plains Raceway, Road America, Mid Ohio, Miller Motorsports Park, Summit Point Motorsports Park, Hallet Motor Racing Circuit, Daytona International Speedway, and Motorsports Ranch, among others. (editor's note: as of this date, a few of the above locations do not host club races).

PCA Club Racing

by Pedro Bonilla

courtesy pedrosgarage.com

"here is a race class for every Porsche ever made."



Spencer Pumpelly and Andy Lally

Continued on page 23

2018 Waumandee Hill Climb!

The hillclimb is open to any vehicle that is at least 30 years old. This year that means 1988 or older.

This is a full weekend of fun events in Alma and Waumandee, Wisconsin, starting on Friday, September 21st with the hillclimb scheduled for Saturday, September 22nd (rain date Sunday the 23rd).

Flier with registration info here: <http://www.mnhealey.com/mnhealey/events/Waumandee2018.jpg> (right)

A list of area lodging recommendations will be sent to each registered driver. Staying overnight is not required, but highly recommended.

Please note that the price of the awards banquet dinner has been cut in half. Now only \$10 per person! Same excellent broasted chicken with all the trimmings. We are planning to return to the 2.3-mile course on Blank Hill Road this year, depending on conditions. Won't

know for sure until the end of August. Video of the Blank Hill Road course here: <https://youtu.be/qailiTjt7mo>. Please join us on the hill in September!

The Minnesota Austin-Healey Club Invites You

September 21-23, 2018

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1988 and older



Agenda for the weekend in Alma and Waumandee:

- Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
- Saturday all day: Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- Saturday evening: Awards banquet dinner set in beautiful downtown Waumandee
- Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

Corner workers needed: Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 19 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106 Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver Name (as you would like it to appear on your nametag) _____

\$75 / \$60

Year, make, model, color, requested car number _____

Email and phone _____

Emergency contact name and phone _____

Award banquet dinner(s) at \$10 each = _____

Overnight vehicle parking/camping in paddock \$20 _____

Total payment \$ _____



2.3 miles

18 turns

430-foot ascent




Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.

















Questions? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net

Club Racing . . .

continued from page 21

To give you an idea of the scope of things, let's look at the first Club Race of the year: "The 48 Hours at Sebring", since that's my home Club Race. The Organizing Committee, formed by Gold Coast Region



and Suncoast Region members is made up of 30 members who oversee: Advanced Solo Events, Advertising, Autocross, Communications, Goodie Store, Grid, IDs, Impound, Information, Insurance, Logistics, Medical, Pace Cars, Program layout and printing, Registration, Scales, Schedules, Signage, Sponsors, Staging and Parking for rigs and vendors, Stewards assistance, Streaming video, Support Center, Tech Inspection, Test-and Tune, Timing and Scoring, Track Announcing, Traffic, Treasury, Vendors, Volunteers, Website, etc.

These Committee Members work under the guidance of not one, but two Committee Chairs who oversee and coordinate every single detail of the event.

At the 48 Hours at Sebring Club Race, it is not uncommon to have between 350 to 400 Porsche racecars, which will include: 350 to 400 drivers, 300 plus rigs and trailers



with close to 1000 crew members, 250 to 300 volunteers, 100 corner workers and track safety personnel, 30 to 40 vendors and sponsors, over a thousand PCA members and their guests, a dozen PCA National Club Racing Officers (Stewards, Scrutineers,

Timing & Scoring Officials, Club Race & License Coordinator) and another half dozen PCA National Staff and Officers as well as special domestic and international guests and VIPs. *(editor's note: a bit of a contrast between our BIR Club Race vs. one of the mega club race venues of which Sebring certainly is one! But I'd venture we have just as much fun!)*

All of these vehicles and people require an infrastructure to take care of the logistics such as: food, fuel, information, lodging, parking, safety, services, tires, water and much more.

The racetrack becomes a small city during the event, and it must be run as such. That is the responsibility of the PCA Regions' Organizing

Committee. There's also the side of racing. In order to make these races safe and fair, the racecars, the drivers and their safety equipment need to be inspected and checked to make sure they adhere to strict standards.

The same is true with the racing action. Rules and procedures must be followed and enforced in order to have safe, fair and successful races. Those are some of the responsibilities of the PCA Club Racing Committee.

At the "48 Hours at Sebring" we have also had daytime and nighttime Racing and Advanced Solo events, so it's a full-day, every day. All of this runs rain or shine, hot or cold!

I hope you get the picture. From the front side it all seems to work seamlessly, and that's the aim. From the backside it's controlled chaos, carefully orchestrated by a team of highly knowledgeable and dedicated PCA members who make it look very easy

by having foreseen and planned for every contingency.

Oh, and by the way, every single one of those hundreds of PCA members who make it all happen is a non-paid volunteer!

I've been truly blessed to get to see all sides of PCA Club Racing.

First as a member, attending and volunteering at several races, then as a "48 Hours at Sebring" Committee Member and as a PCA National Club Racing Scrutineer who also gets to work at some of our other great PCA Club Racing tracks. Woohoo!

Why don't you make it a point to attend one or more of these great events throughout North America if you haven't done so



already, and better yet, why don't you volunteer to help?

You won't regret it, and you'll probably get hooked too.

Don't ask me how I know ;)

See you at the next PCA Club Race!

If you have any questions on how to obtain a PCA racing license or on PCA Club Racing in general, please contact the PCA Club Racing Licensing Coordinator at: PCAclubrace@aol.com.

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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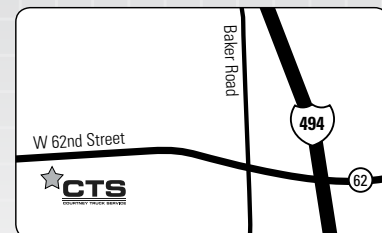
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Nord Sterners Again Prove They Know How to Race:

Results of Hastings Club Race

by Julie Bailey, Zone 10 Rep

Sprint 2 1st Place: Mike Courtney, Nord Stern Region - GTC4

Sprint 2 - 1st Place: Clint Sawinski, Nord Stern Region - GTC3

Sprint 2 - 2nd Place : Mark Steingas, Nord Stern Region - GTC3

In the picture with both racers, **Clint Sawinski** is on the left and **Mark Steingas** is on the right. Sorry there is no Pirelli banner. We had 20+ mph winds all weekend (can we say prairie 'breezes?')

Far right picture, Mike Courtney



Porsche 70th Birthday!

by Nick Cirillo

The two local Porsche of Minneapolis and Porsche of St. Paul dealerships sponsored a Porsche Sportscar Together event at Minnetonka Orchards to celebrate Porsche's 70th Birthday. Several Nord Stern members

and other Porsche owners met at the dealerships for a light breakfast in the morning and then a fun drive on the back roads out to Minnetonka Orchards where lunch was served and people had a chance to chat about all things Porsche. As always, there were a number of interesting cars although our personal favorites were a 1965 356 SC and a Carrera GT. It was a fun day!

Upper right photo:
Susan Cirillo



Rochester Labor Day **PORSCHE** Picnic

Looking for a great way to start the fall season?
Then join us Monday, September 3rd 2018

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

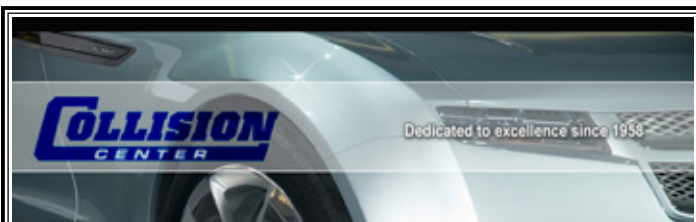
Location: Brian and Gina O'Neill's home
(See Address Below)

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

Please **RSVP** by Aug 30th



Brian and Gina O'Neill's home
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e-mail: jeffandbj@gmail.com phone: 507-261-9407



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It's a Pink Pig . . . a Very Famouns Pink Pig

photo courtest Facebook/Kevin Barta

I have to admit, this is a pretty awesome t-shirt! I've seen a several club racing Porsches in this livery but the t-shirt is perhaps a bit more affordable for most of us. Very cool,



TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2018

DATE	EVENT	SPONSOR	LOCATION
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



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Photo by Peter Lapinski

A Few, Fun, Trivia Questions . . . Test YOUR Knowledge

courtesy Maverick Region of PCA, July 2018 Slipstream

Answers on page 31

1. The engines that Porsche used in their most famous cars, such as the 356 Series and the 911/912/914 Series, are called “boxer” engines due to the opposed cylinder layout. It is an idea that dates back to the 1890s when a German engineer patented the so-called _____ Engine.

- a. Opposed Cylinder
- b. Horizontal Boxed
- c. Contra
- d. Flat Porsche

Source: https://en.wikipedia.org/wiki/Flat_engine

2. The boxer engine design, while over 100 years old, is still being used today by both Porsche and Subaru in their production cars. Which of the following American makes did NOT feature a boxer engine in a production car?

- a. Buick
- b. Ford
- c. Chevrolet
- d. Chrysler

Source: https://en.wikipedia.org/wiki/Category:Automobiles_powered_by_boxer_engines

3. Who was the Design Head for the first 911 (901) engine for Porsche?

- a. Butzi Porsche
- b. Ernst Fuhrmann
- c. Hans Mezger
- d. Ferdinand Piech

Source: <https://www.roadandtrack.com/car-culture/videos/a4569/features-magazine-features-irreplaceable/>

4. What is the largest number of spark plugs ever used in a Porsche Engine?

- a. 12
- b. 16
- c. 24
- d. 32

Source: https://en.wikipedia.org/wiki/Flat-sixteen_engine

5. What is the smallest engine ever produced for production by Porsche, and how many cylinders did it have?

- a. 822cc 1 cyl
- b. 822cc 2 cyl
- c. 885cc 3 cyl
- d. 1086cc 4 cyl

Source: https://en.wikipedia.org/wiki/List_of_Porsche_engines

More Cool Cars @ Luftgekühlt

photos by Christie Boeder



Reports from the 2018 Porsche Parade!

courtesy Clubtalk

... at the Parade Concours the “Kid Judges” voted for a Macan as best car in show.

Now before everyone jumps in, I realize the Macan is a wonderful SUV. I’m sure it can cream a number of older Porsche’s on the track. And some day I might even own one. But it is still an SUV. I’m sorry but it is not the same even if Porsche says all their cars are sport cars.

– Nick Cirillo

Not sure I would call it a Sportscar but I own a Macan GTS and it is a pretty quick and sweet handling car. I think the bigger issue for Porsche is that KIDS are picking the Macan as best in show. Makes you wonder what they will be driving.

I gave my son a Cayman S a few years ago. After a couple of months he gave it back and took the the Cayenne. He already had a “family sized car”, it was just he and his wife and he grew up in a home where there was always at least one Porsche in the garage. It befuddled me.

– Dave Roberts

CORRECTION: We learned at the Concours Banquet that the “Kid Judges” Macan winner which was announced at the Concours and again early at the Banquet was NOT the official Little People Judges award. That went to a 911. Whew!!! Although I’m pretty sure I would have voted for the 904 Carrera GTS as a kid, we are all relieved that the younger generation is not totally out of step with their elders. Apparently, the Kid Judges were 6 to 14. We don’t know if they were a subset of the Little People Judges award or a separate unofficial category.

P.S. Dave, we had a Cayenne S, and while it was a very nice larger SUV it doesn’t compare to the thrill of driving a older 911 or even our current Cayman GTS. Maybe your son is just being rebellious, going the

opposite of dad. I’m pretty sure with his genes he will be after your GT3 Touring in a few years.

– Nick Cirillo

Nord Sterners at the Parade Autocross,
photos by Nick Cirillo



Above: President Lara Dant and Ryan McGee waiting in-line for their next run.

Below: Kim Crumb on-course turning in a pretty fast 34.x.



Awards: First Place 2018 Porsche Parade Concours d’Elegance Preservation Class with his 1989 928GT goes to Nord Stern member Kim Crumb!



Congrats, Kim, from all of us here in Nord Stern with chimes from Dave Roberts: *That is fantastic! A water cooled car with the engine up front won!! Congratulations Kim.*

Woohoo, from Todd Smith

And a ‘Way to go’ from Rick Sojkowski

Needless to say, this is a HUGE award!

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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



Lunch:

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

Email Jim at fallcolor@nordstern.org with questions and to let him know you're attending!



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

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



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1999 Porsche 911 (996)

Red with black interior and has 56,000 miles and I've owned it for 10 years. Stored indoors, no body work, and clean as a whistle, Asking \$21,000, Roger 612.720.1776, Rstrauman@aol.com.

Track Wheels for 944

Porsche Design 90 7-spoke Style, two - 16 x 8 and two - 16 x 9. Very good condition, a little cleanup needed. Currently have old track rubber mounted. Asking \$450. Dave Galey: 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: pingebriigtsen@hotmail.

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.

Luftgekuhlt . . .

continued from page 13

cars on raised pallets of lumber. A 908, a



Photo by Mark Koegler

917/30, a blue 550, and an 804 were all featured. Plus a number of Singers and a few glitzed up various other Porsches. A street registered GT1 was relegated to an outside parking spot but wasn't alone as the rows upon rows of cars extended into the distance. It was claimed that there were only 300 cars in the lumberyard but it sure seemed like a ton more.

The event very much had the Southern California Porsche "Scene" vibe about it. Clusters of guys who seemed to be old friends reuniting after years apart. A younger crowd, although not many of the flat baseball cap on sideways types. We ran into Luis Fraguada Jr. who was being interviewed on video by some guys who chased me off, somewhat brusquely, when Luis and I started chatting about a 964 RS with Minnesota plates that neither of us had ever seen in the Twin Cities. (editor's note: the video was being produced by Porsche and was posted on Facebook - a link is available on our Nord Stern Facebook book via a post by Luis; so if you are a Facebook member, check it out!)

One disappointment for us was that there weren't any placards (actually only a scant few, and those mainly on the truly significant cars) stating what the individual cars were.

Perhaps if you were part of the Southern California Porsche Scene you didn't need to be told, but it sure would have been nice to have some of the cars described. I saw a 912 with what I later was told had a turbo charged Subaru engine shoehorned into the back. We luckily heard the owner of the Street registered GT1 describing the car . . . Something like only 200 miles on it . . . But there were a lot of cars that left Christie and I scratching our heads as we couldn't figure them out, although they were all clearly air-cooled Porsches.

After about two hours of slow wandering about, our feet were getting tired and our senses felt overloaded. We came to the conclusion that, yes, there can be too much of a good thing! We no longer marveled at another 356 with a surfboard on its roof or another long hood 911 that had too much money lavished on its tufted engine



A 'Bit' of Bling! photo by Christie Boeder



Photo by Christie Boeder

compartment. We were ready to leave.

Feeling hungry, we drove west to Redondo Beach, where we stumbled on Eat at Joe's on the Pacific Coast highway. Although certainly not a gourmet place, with seating at long communal tables, it was exactly what we wanted for a brunch. Decent food, decent prices, interesting clientele, SoCal atmosphere and with a friendly staff. All good, after which we hustled back to LAX for our flight home, to find most of our late

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Photo by Mark Koegler



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

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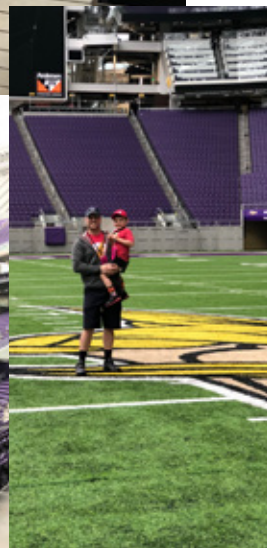
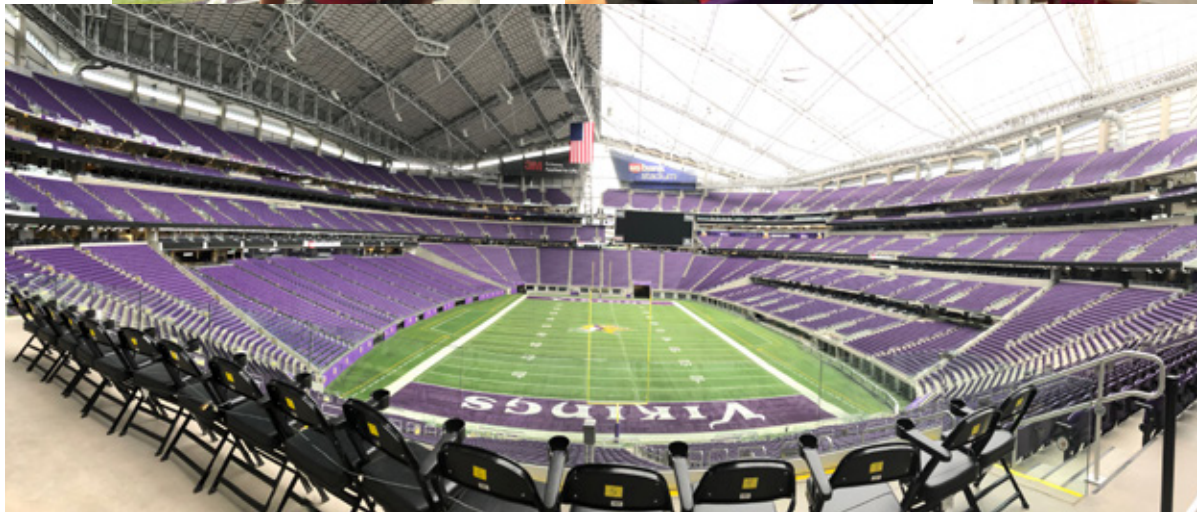
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Photo by Mark Koegler

April snowstorm had melted.

Mission accomplished: got out of Dodge, had a fabulous visit with family, drove up the Coast and found very scenic, twisty roads under lots of sunny blue sky, ate good food, saw a bunch of pretty interesting Porsches. All-in-all, a fun weekend.



My take on the event, however, was it was fun to attend once, but was also an event that had perhaps outgrown its original focus. Guess I am at that point where I'd much prefer a smaller, more intimate event, such as Nord Stern's All Porsche Show!



Photo by Christie Boeder (right and left)
Loving the headlamp cover!

The Younger Generation at US Bank Stadium Tour

photos by Nord Stern Member Brandon Olson Featuring their son!

Out and About at the 2018 All Porsche Show!





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