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O C T O B E R

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

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

Nord Stern membership is \$30 per calendar year. Nord Stern subscription for non-PCA members is \$40 per calendar year.

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

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

Proof Reader - Scott Berger

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

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

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

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Cover:

Photo by Jeff Boehm

2018 Labor Day Picnic in Rochester, maybe a few raindrops graced the event but didn't dampen the enthusiasm. Thanks go to Jeff and BJ along with hosts Gina and Brian O'Neil for opening their lovely home!

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:
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newsletter costs!)

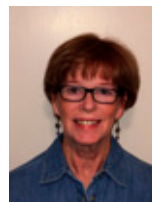
Nord Stern membership Options:
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for your expiration date**

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

2018 Nord Stern Officers and Committee Chairs

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Lara Dant 2645 Lyndale Ave S Minneapolis, MN 55408		Insurance Dan Perinovic	insurance@nordstern.org
Vice President	vicepresident@nordstern.org Roger Johnson	Membership Ed Vazquez Betsey Porter	membership@nordstern.org 612.720.0760
Secretary Betsey Porter	secretary@nordstern.org	Met Council Bob Kosky	metcouncil@nordstern.org 952.938.6887
Treasurer Jeff Bluhm 9145 Breckenridge Lane Eden Prairie, MN 55347 952.975.5931 (h) or 612.371.1148 (w)	treasurer@nordstern.org	Newsletter Christie Boeder	newsletter@nordstern.org
All Porsche Show porscheshow@nordstern.org Phil Saari Hal Voges		Oktoberfest/AutoLieben Event Paul Bergquist	952.937.1822 Mercedes Benz Club
Advertising Lara Dant	advertising@nordstern.org	Rally and Drives David Huges	rally@nordstern.org
Autocross Andy Golfis	autocross@nordstern.org agolfis@gmail.com	Safety Chuck Porter Keith Erickson	safety@nordstern.org
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Driver Education	de@nordstern.org	Track Relations - BIR and RA Jim Bahner	trackrelations@nordstern.org
DE Registrar Dave Anderson	registrar@nordstern.org	Webmaster	webmaster@nordstern.org
Driver Training Jim Bahner	dt@nordstern.org	Zone 10 Rep: Julie Bailey	
Fall Color Tour Jim Holton	fallcolor@nordstern.org		



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Wichita, KS 67209

racylacy944@yahoo.com
316.655.4058

Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 612.845.4509, or email: editor@nordstern.org

Welkommen . . . Welkommen . . . Welkommen

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Tim Hemken

Eden Prairie, MN
1972 911T

Charles Price

Wayzata, MN
2017 911 S

Charlie Wagener

Plymouth, MN
2017 White Macan GTS

David Walker

Savage, MN
2012 Panamera Turbo 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!).

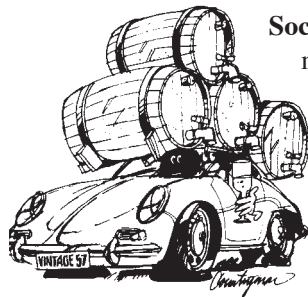
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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

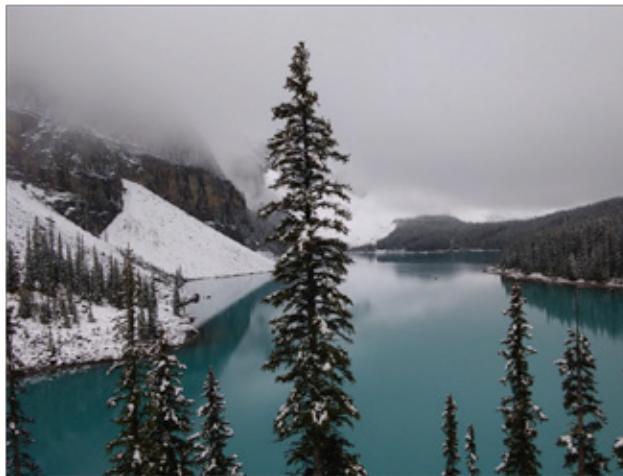
by Lara Dant
'87 Zermatt Silver 924S
'83 Schieferblau Metallic
928S



October is upon us; yeah fall driving weather! Ryan and I just returned from the Treffen in Banff, Alberta, Canada. OK, it was a little snowier than I would have liked, but what spectacular views everywhere we turned! Every thing about this event was fabulous, from the accommodations, to the food, to the scenery. We completed the drive of about 2,600 miles round trip in the 928S, which now has over 406,000 miles! What a champ!

The trek to Treffen this fall was totally worth it, and our friends in the Wild Rose Region were fabulous hosts and so welcoming. We stayed at the historic Fairmont Banff Springs hotel in the Canadian Rockies. The hotel was thoroughly enjoyable on its own. There is a ton of history to check out and we spent a couple of hours just roaming around and checking out the displays. This place is built like a castle, and may or may not be slightly haunted! And even though it snowed on our parade a little bit, we still managed to get a dip in at the outdoor (heated) pool.

There's something really invigorating about swimming in an outdoor pool



Above, Lake Moraine

while it's snowing! We're already planning another trip back when we can enjoy the golf course and biking the hotel has to offer.

Of course, no trip to Banff is complete without a visit to Lake Louise. Wow. What stunning beauty. Even lunch came with a beautiful view after a gondola ride to the Whitehorn Lodge. Moraine Lake was also gorgeous, and the fresh coat of snow made it totally serene. If you ever get the chance to visit, don't miss it. The pictures don't quite do it justice! And don't forget about the great drives through the mountains on Highway 40. Kananaskis Lake is beautiful, and we even saw a couple of bears at our rest stop at the Peter Lougheed Interpretive Center.

PCA has two Treffens already planned for 2019. These events showcase all the best a region has to offer. If you've been to one of these events, you already know

how incredible they can be. If you haven't had the opportunity, don't deny yourself any longer! The Spring Treffen will be held in California April 3-6 at the Hilton Santa Barbara Beachfront Resort. The Fall Treffen will be held in Vermont September 4-7 at the Woodstock Inn and

Continued on page 10

Advertiser Directory

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Bursch Travel	7
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	31
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Porsche of Minneapolis	IC
Porsche of St. Paul	IC
Raymond Autobody	24

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

A night of rain and wind it is as I finish the October 2018 issue for Nord Stern. Hard to believe Fall is definitely here and winter right around the corner. Am sure there will be more than a few good driving days left before winter storage time comes up for those who elect not to drive year round. There are many opinions and articles on the web with info, suggestions and 'to do's' for those deciding how they prefer to store their personal Porsches during our wintery months. I used to publish more of those lists but a newsletter just isn't the major source of information anymore for just about any organization. Nord Stern included. Although somehow I'd venture to say that the articles and advice found within these pages, on our clubtalk listserv are some of the best as our members truly are experienced, informed, well-read, well-schooled and passionate about their Porsches and of course the marquee in general. Working in a junior high, I am quite prone to telling students 'just because it's on the Internet, ever more reason to question what's presented - look for creditation, know the sources!

The Boeders always drove their daily drivers year-round so never had to search for storage locations. Now, however, with just a track car we do get to button her up. However this year we DO get to drive a bit longer into the season with the grand adventure that Rennsport Reunion will undoubtedly turn out to be.

We are very excited to be headed to Monterey and Laguna Seca next week. Being one of the club race entrants is highlight enough, let alone seeing all the hoopla that these reunions include. I know I'll be on P-car overload pretty quickly! And I'm so happy

that Bruce will finally experience the Laguna Seca track. It's very fun, challenging and full of elevation changes, a corkscrew, disappearing backdrops, hair-pin turns, you name it! Many a year ago there was a hardy group of 30 Nord Stern Members who ventured out Carmel way for a two-day Jim Russell Driving School on that track. I still have vivid memories of how much I learned, the track itself, and of course the post-track adventures.

Otherwise, Last Fling will be the first week in October so hopefully weather cooperated. A favorite time of the year for us and bet there's some fall foliage to add to the ambiance. Will wait and see on that.

Check the calendar for outings, there are a few and as a head's up planning is way underway for this year's holiday, awards, annual meeting dinner. 2019 is our 60th Anniversary year. Just wow. Seems like yesterday that we had the big 50th anniversary shindig at Interlachen Country Club. We filled that space - and I sure hope we do that again this year. Location hasn't been announced but there WILL be a speaker this year and I hear it'll be a special person all will enjoy (Lemans winning) so mark your calendar for January 12, 2019.

Shiny side up, the saying goes!

From
the
Editor . . .

by Christie Boeder, '73 911



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OCTOBER**2018****2 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:30 p.m., Meeting 7 p.m.

Location: TBA

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

NOVEMBER**2018****6 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:30 p.m., Meeting 7 p.m.

Location: TBA

DECEMBER**2018****4 Nord Stern Monthly Business Meetings (1st Tuesday)**

Time: Social 6:30 p.m., Meeting 7 p.m.

Location: TBA

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!)**MN CARS AND COFFEE - See Ad****CARS AND CAVES - LAST Saturday of the Month**A monthly car show and garage open house held at the
Chanhassen Autoplex from 8 a.m. - Noon

April 28, May 26, June 30, July 28,

August 25, September 29.

***Please note: Nord Stern sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. All other events of potential interest to club members may be added, upon request and dependent on space availability, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.*

January 2019!**60th Anniversary Holiday Dinner
Saturday, January 12****Location: TBD****Featuring: a Lemans Winning guest speaker
to be announced!****Stay Tuned, Mark your calendar - BE THERE****BILL WOLFSON**
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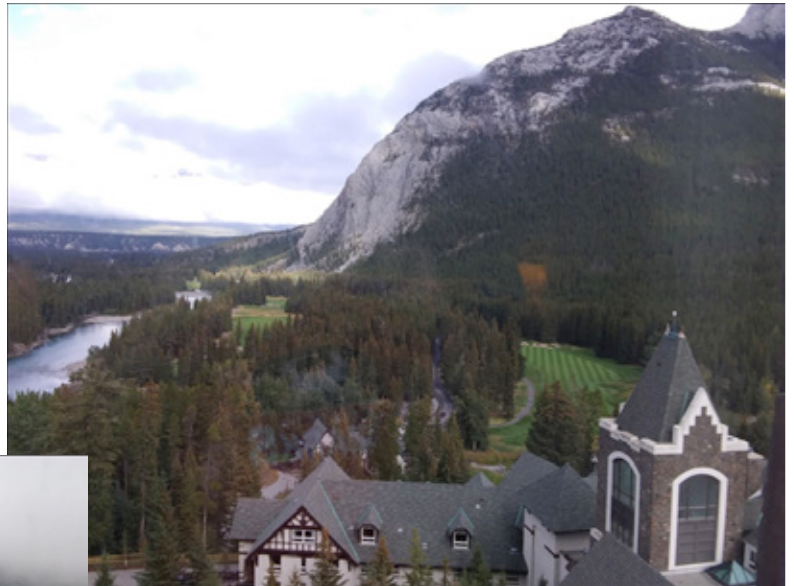
Prez . . .

continued from page 6

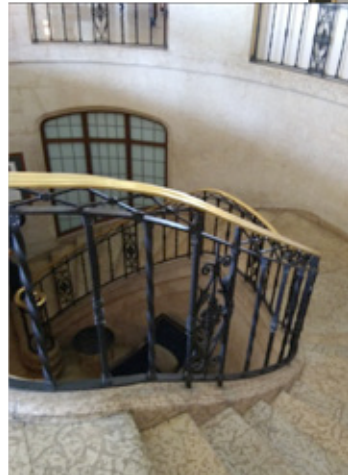
Resort. These fill up fast, so be prepared to register as soon as they open if you plan to attend!

By the time you read this, our inaugural Fall Color Tour at the south shore of Lake Superior will be in the books. Look for a full recap in next month's newsletter. Also coming soon will be the details for our 60th anniversary party! Save the date of January 12th!

The view from our hotel room before and after the snow



The ghost of the castle and the stairs she haunts



Ryan and Lara with the Banff Springs Hotel in the background



You know them. You see them everywhere. Those lists of everything from the top five food destinations in the US if you're into no-cal vegan French street cuisine to the ten best deals on homes in the 90210 area code that are painted red and have excellent street appeal. They're called "listicles."

Here's what Wikipedia says: "In journalism and blogging, a listicle is a short-form of writing that uses a list as its thematic structure, but is fleshed out with sufficient copy to be published as an article. The word is a portmanteau derived from list and article."

According to Wired Magazine, we need to get used to it. They ran an article a few years ago titled "5 Reasons Listicles are Here To Stay, And Why That's Ok." Get the irony? Anyway, here they are:

- Lists curate
- Lists give us additional ways to interact with information
- Lists are jumping-on points
- Lists are ethically neutral
- Lists are not giving you ADHD.

Yeah well, ok. But I can't help thinking the whole activity is a bit inane. I mean, at the end of the story in Wired is an actual listing of other stories in which the reader might be interested, including "Discover the six 2018 luxury cars so cool its awesome. They cost under \$50K!"

That's verbatim, friends. Don't blame me for the awkward and incorrect grammar.

Not that anybody seems to care. If they did, tweeting wouldn't exist today. either. But I digress . . .

Sorry, I just checked my e-mail in-box. And, lo and behold, out of six new entries since I began writing this dribble, two are "10 lightweight jackets that are perfect for fall travel" and "Three perfect blazers you need now."

Of course, I have no idea who actually wrote these things, or whether there's even the remotest emphasis on objective authenticity. Does it matter? I think not.

Which is why I guess I'd better join in the fun. So here goes. The top 9 reasons why, when it comes to Porsches, listicles are like eating empty calories. I'd do 10, but I ran out of space. Not that it really matters.

1. The top three road-going Porsches I wish I had enough money to buy when they were new, because I still covet them and I don't think I'll ever be able to drive them, much less afford them.

The 904, the Carrera GT and the 918.

2. The top three Porsche race cars I wish I had seen in full-bore competition.

The 917-30, the 962, and the 919.

3. The two Porsches I wish the factory would make because they'd sell so many we'd be assured of a steady stream of sports cars for the rest of our lives.

A Porsche pickup truck. I mean, how difficult would it be to join the worldwide sales party by cutting and reconfiguring the Cayenne? And a Porsche Suburban-fighter. I can hardly imagine what the margin would be on these vehicles.

4. Three reasons why Porsche will never again build an affordable sports car.

They're still smarting from the fallout they got when they built the 914 and people called it really a Volkswagen. If they did, how would they then market their used vehicles? Audi would scream and yell to VW management that they're usurping the TT market.

5. The best products ever developed by Porsche Design.

The original Porsche Titan chronograph. The original collapsible sunglasses.

6. The three best Porsche posters ever to grace a garage wall.

The 993 Turbo photo with the caption "Kills bugs fast." The 54th Targa Florio photo showing Jo Siffert scattering race fans in a Gulf-Porsche 908-3. The 1000 Kilometer Nurburgring photo showing the Carrera 6 with all four wheels in the air.

7. Three reasons I'd pick a Porsche Turbo over an Audi R8 or a Lamborghini Huracan.

Resale value. Jump seats. A usable front trunk.

8. The weirdest factory colors for new Porsches, without customization.

Lava orange. Chalk. Miami blue. I'm not making this up.

9. The amount of horsepower which is too much for the street.

Ha ha. Trick question. You can never have too much power. And you can cite Mark Donahue for that.

I rest my case. Welcome to the new new journalism. Listicles forever.

Listicles Forever . . .

*by Danielle Badler
courtesy Porsche Club Editor's
Facebook Page, September 2018*



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Long-time Nord Stern member and shop owner, expert 911 race car builder Bob Johnson's passing earlier this year brought back a flood of great memories for me. I first met Bob when Nord Stern did a tech session at his shop in Altura, MN which had to be in the very early 80's. I thought I would share a few photos here.

Here is Bob at his shop with another 'Porsche driver.' Not sure what year we had Derek Bell as a speaker. Bell looks very young. Bob looks like he always did . . . (so true!)



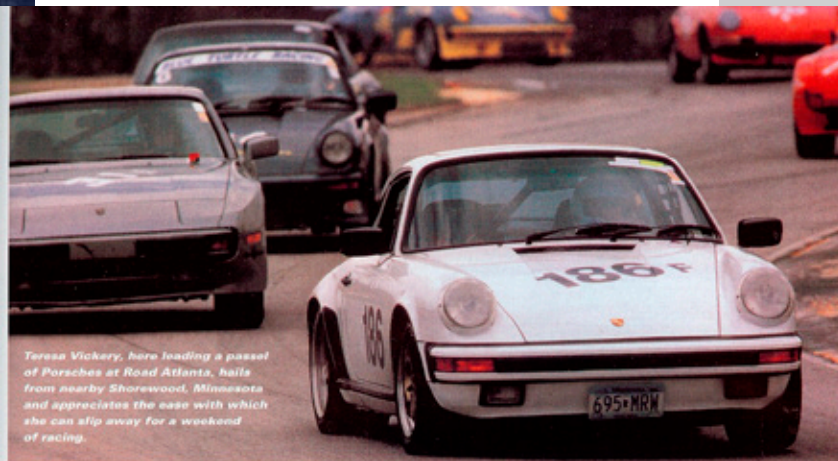
Bob (2nd from left) took a group of locals to Daytona for the 24 Hours in 1998. There are a lot of very young-looking Nord Sterners in this photo!



courtesy Roger Johnson



Above: Bob's 911 chasing down Tom Brennen's Porsche supported 924. BIR T4 in the 1980? D Production SCCA race.



Teresa Vickery, here leading a passel of Porsches at Road Atlanta, hails from nearby Shorewood, Minnesota and appreciates the ease with which she can slip away for a weekend of racing.

The Northfield Gang

by David Colman

Out of the ol' Midwest ride a flinty-eyed gang of desperadoes with but one goal in mind: winning PCA Club Races.

Led by wagonmaster Bob Johnson, a dozen gunslingers from the Northfield Gang gather once a month or so down by the Porsche Corral to swap lies and outdraw their rivals. At these shootouts, you'll more'n likely find Joel Pfister and his ladyfriend, Teresa Vickery moppin' up the competition along with other posse stalwarts like George Balbac, Jim Oppenheimer, Roland Manarin, Jim Ladwig, Marcus Gustafson, Mike Hoke, Tom McGlynn, Fred Senn, and Peter Kitchak. These jockeys ride their Porsches hard and put 'em away wet, so it's up to Bob Johnson and his Autosport boys to straighten things out before the next duel.

The Northfield Gang, as feared a group of pavement pounders as ever

And lastly, I found this article from Excellence Magazine, image right.



Joel Pfister, in #184 at Sears Point, owns a mechanical engineering firm and helped design some of the custom features of the transport trailer.

EXCELLENCE May 1997 75

ClubTalk

'Challenge'

The BEST part of your ga- rage and One of the Worst

All Photos: Bill Groschen's Man Cave of a garage; he thinks there's an 'ugly' side and I beg to differ! I am not even going to label which scene he considered the 'ugly' side as this is one neat and tidy and clean garage IMHO!



*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*



Subject: [Clubtalk] Clear bra and ceramic coating

The Question:

I would appreciate any advice on the value of these products and where to get them. I am considering them for a SUV and a Sedan.

– Steve Thompson

The Comments:

I'm sure many of us have our own very valid opinions about this, but here is my 2 cents worth. No paint protection system is perfect. But at the upper level, I would say that a clear bra will give significantly better protection against rock chips and scratches (but not perfect) and perfect protection against swirl marks, and is easier to clean than ordinary wax. Ceramic coating gives essentially no protection against rock chips and anything but the lightest scratches. It does give protection against swirl marks (but not perfect), makes the paint pop if done right, and is easier to clean than ordinary wax. If you really want to maximize protection of the paint, the clear bra is the way to go in my opinion. I would only consider ceramic coating if you just can't stand the look of a clear bra, must have something better than wax, and the car is a garage queen/show car.

Neither of these systems are lifetime, no matter what the manufacturers and installer say. Also one disadvantage of ceramic coating is if you get a rock chip, scratch, or worse that requires re-paint. Then the ceramic coating needs to be completely removed to repaint say a hood or fender. This is hard to do, usually requires serious abrasives and hard to tell when the ceramic coating is totally removed and they are not getting into the paint itself (if applicable, the clear coat needs to be removed too). As ceramic coatings become more popular (assuming they do), the best body shops should be able to do this well although there have been horror stories.

– Nick Cirillo

Advertiser: Imola Kudos

Sorry this is slightly off-topic - my Dad recently passed away and among other things I have the task of selling his 2017 Challenger. I need to have a good detail done on the car and remove some vinyl and stickers. I tried Carsmotology based on their participation at past Nord Stern events but I got no response from them. I generally wash my own cars so I'm not really familiar with other detail shops around. I'm in St. Paul.

Any recommendations welcome

- Merrill Aldrich

I got ahold of Jen, and you guys were right she's AWESOME. Lesson learned – just call Imola direct.

Right up front she said, "I use product xyz for the plastic parts because I hate that shiny/greasy look some detailers create," which is totally my pet peeve too, so I was sold. Every other detailer I have had that argument like, "please do not slather Armor All all over the place" (and mostly to deaf ears).

Result looks amazing: <https://m.ebay.com/itm/2017-Dodge-Challenger-Scat-Pack/352413905598>

I know this isn't really a pony/muscle car crowd, but for what it is, that looks pretty good. ;-) (oh, we feel this is definitely within the scope of ClubTalk!)

Thanks all, Merrill

Trailer Tires

Have you ever noticed how many times you see people with trailers on the side of the road with flat tires?

Here are a few trailer tire facts that can help keep you on the road and not sitting on the side of it.

1. Trailer tires are only designed to be used for 3-5 years. They are NOT designed to be used until the tread is gone. Keeping them out of the sun helps with dry rotting but tires dry out internally too where you can't see it. Check your date codes!
2. The life expectancy of a trailer tire is determined by time and the number of duty cycles. The expected mileage rating of an ST trailer tire is 5,000 to 12,000 miles.
3. Do NOT use car tires on trailers. Car tires are not designed for the swaying & bouncing that happens with trailers. The sidewalls on trailer tires are much stronger than car tires. The steel and polyester cords are much larger on trailer tires as well.
4. Radial vs Bias ply. Radial is the way to go. They run cooler and roll down the road much easier. The price difference is usually within a couple dollars per tire.
5. With the exception of really just one tire, all the trailer tires are made overseas. Some of these tires are of very poor quality. And some are very good. So be careful what you buy.
6. Air pressure. Trailer tires should be inflated to

Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern



October 1994

- In her monthly column, Editor **Bobbi Miller** announces that **Christie Boeder** has “consented” to be associated editor. As always, Photos and stories are requested.
- President **Rick Sojkowski** notes that the autocross for the Fall Fling sold out and forty Club Racers are signed up.
- **Jim Benson** offers an article and wonderful photos on the Labor Day Club Race at Road America.
- Sixteen Nord Sterners participated in the Chicago Region Club Race. **Martin Snow** qualified with a 2:15 lap, followed by Nord Sterner **Steve Watson**.
- **Ray** and **Shirley Bentsdahl** and **Scott Kuhne** are welcomed as new members.
- Rochester members **Guy Reeder** and **Bill Siggelkow** organize a Fall Color Tour of southeast Minnesota and Wisconsin around Lake Pepin with stops at the Harbor View Restaurant, Mantorville, and the Hubbell House.
- **Terry Hilderbrandt** and **Bob Kosky** receive thanks for for a \$885.61 donation to a

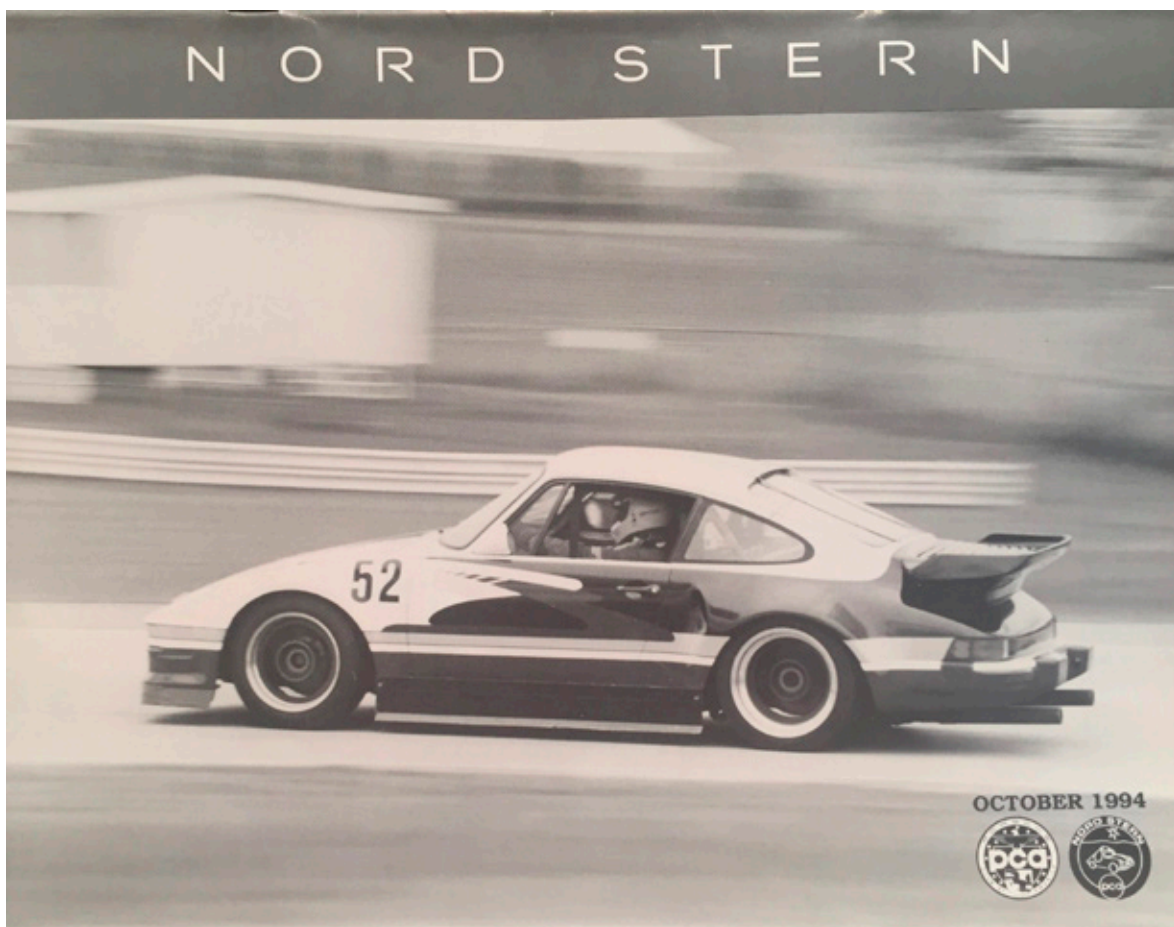
Canterbury Autocross Emergency Food Shelf Network.

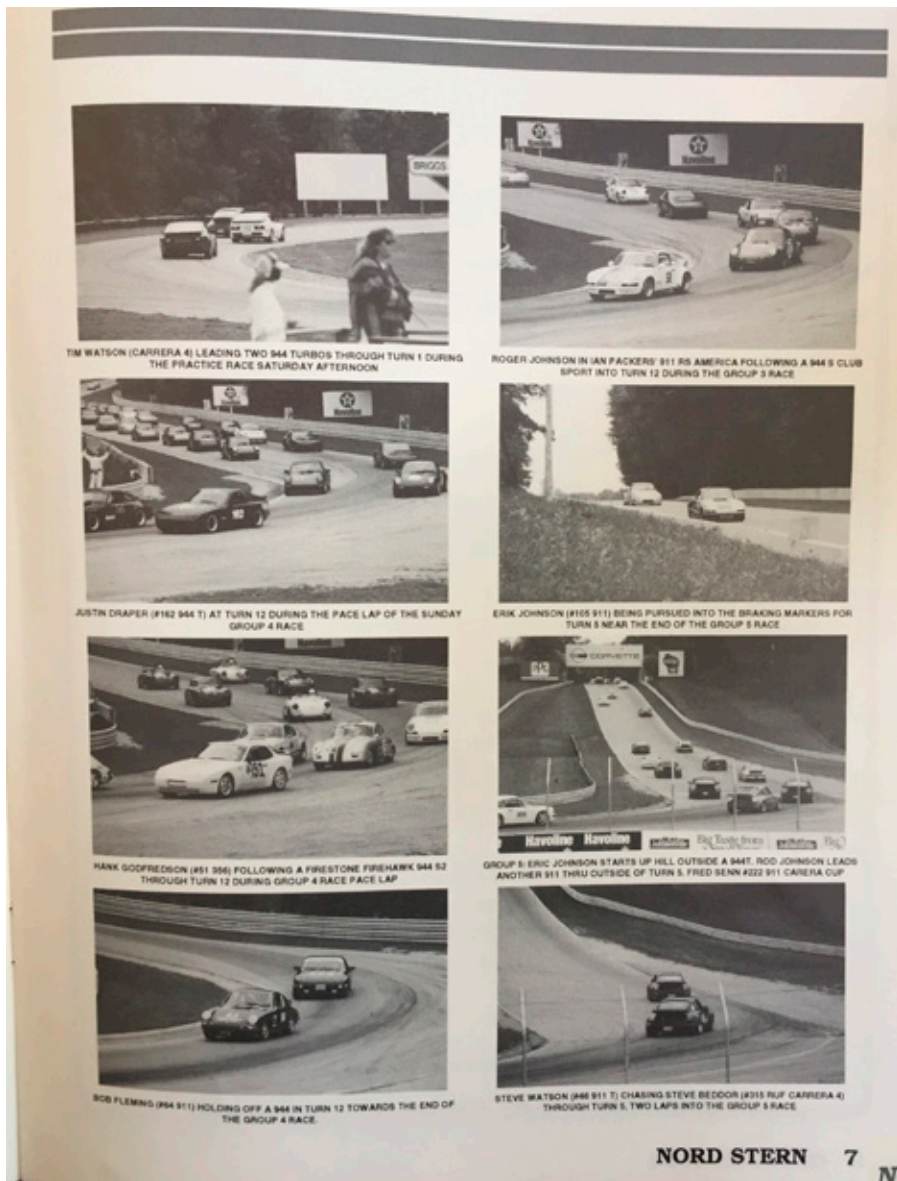
- **Mike Selner** focuses his Sponsor Showcase on **Joe Elias** and his Elias Import Repair at 24212 Greenway Ave. in Forest Lake, IL.
- **Karl Haug** from Motorstadt Region writes two pages on care and maintenance of CV joints and their boots. I quit reading when he recommended “Clean all parts with grease solvent (gasoline works well.)” (sic) You still can’t believe everything you read in the Nord Stern newsletter or on the Internet.
- At the business meeting it was reported that there were 478 active members that year.

In the Marketplatz:

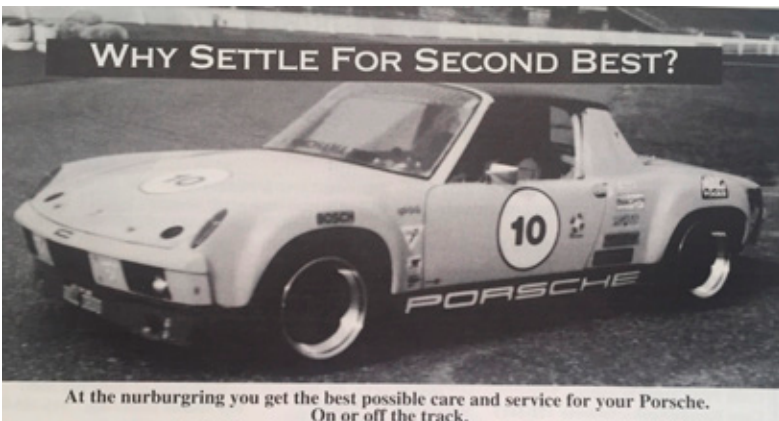
- 1970 914 orange with 1975 with lots of goodies for \$4,650
- 1986 911 Carrera, black on black with full leather interior for \$23,900
- 1984 928S rauchquarz metallic over black leather interior. AM/FM cassette. “Will consider partial trades for British sports cars or a 944”
- 1986 944 Turbo, silver/linen leather. 36,000 miles. \$13,000

Cover photo below, by Dave Ingersol. Marcus Gustafson's race car being driven by Bob Johnson at Road America

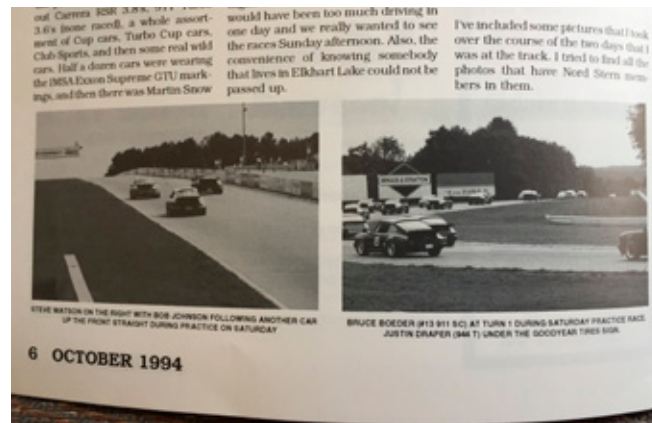




Above, photos from the Club Race event at Road America that include Nord Stern members, identified by name and car number - very impressive work. Hopefully the text is legible upon re-publication here!



It is fun to see the old advertising artwork in these newsletters. Rick Moe's Nurburgring Shop has been a long time advertiser and while his shop isn't taking customers these days, he still continues to support the club with his ad!



Above, two more Road America photos one of which includes our first track car!

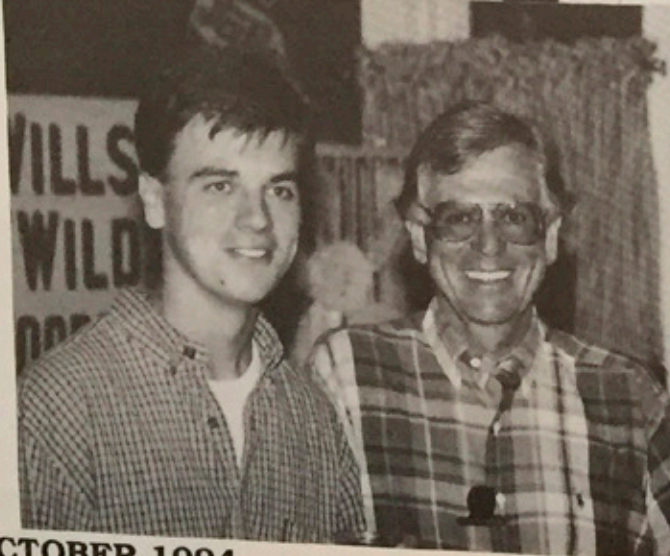
Below, another cool ad!



Left, Editor's Note: I remember setting up this banquet like it was yesterday! The club went to Nicollet Island Inn a couple of times and it was and is a fun spot but the space became a tad too small for the number of members, back then, attending this annual Autocross Awards and Annual meeting event. This was back in the day when the club had a points competition that included both Autocross and the high speed track DE's held mostly at BIR. Fun and friendly and just like club racing today, a lot of classes meant a lot of awards being handed out!

Below, love this license plate but not sure of the story. The first Porsche Club race was held in 1992 at Second Creek in Denver! However, what I also like is the frame holding the plate - take a good look!





14 OCTOBER 1994

Editor's Note:

This centerfold was just too good to NOT include it just as it appeared in the October 1994 newsletter!

Hopefully the ID's print well. There are many familiar (albeit incredibly younger versions) of current and active Nord Stern members. And of course for the Boeders, friends we see to this day!



*IN THE
CAMERA EYE
OF
SCOTT LARSON
AT NORDSTERN'S
ROAD AMERICA
AUTOCROSS*

L TO R TOP ROW: MARCUS GUSTAFSON, JOHN DIXON, KATHY INGRAHAM, DARLENE & DON MILLER, ?, JUSTIN DRAPER, ROD JOHNSON, CHRISTIE & BRUCE BOEDER MIDDLE ROW: ERIC PILHOFFER, RON DRAPER & A LINEUP, RON SMITH, JIM SEUBURT, SCOTT MAYER, JOHN DIXON, MARCUS GUSTAFSON, BRIAN MCMAHON BOTTOM ROW: ANTHONY & SCOTT SMITH, BRIAN SMILIE, DOC SIEBKIN, STEVE WATSON, GARFIELD & SCOTT CLARK

Where In The World Is Carmen San Diego (aka Dave)? ... Or, the Further Ad- ventures of Dave June 18-24, 2018

by Dave Roberts

*"... I reached out to Ray
Evernham. Ray was going
to Pikes Peak this year with
his 1936 Chevy, which is a
1936 in shape only. ..."*

Also practicing in the same segment was Ray Evernham in his 1936 Chevy, "The Ghost". If you haven't seen this car, look for it at the next race track you visit. The first thing you will notice is the quality of the workmanship. There isn't a component overlooked in the construction of this vehicle. Powered by a fuel injected SB2 Chevy engine producing well over 800 horsepower, the car sounds fantastic under power and is fast. It has a steel 1936 Chevy body but that's where any comparison to a 1936 Chevy ends. This is a tube chassis race car that utilizes the latest race technology bumper to bumper. It is fast, sticks to the road and corners with the best of today's race cars. In the paddock, I am not sure if it was Travis or the Ghost that drew the largest crowds.

After practice ended, we loaded our car and headed back to the dealership. Scheduled for the evening was a Colorado Springs Porsche customer event where the drivers were to serve members of a panel discussion moderated by Jeff Zwart. I expected to see 30 people in the audience but much to my surprise, there were at least 200 people present. Jeff and the drivers did an excellent job during the panel discussion, but it was clear, the vast majority of the people were there to see Travis Pastrana.

Travis is an excellent guest, taking the time to have his picture taken with young and old alike. He is a good ambassador for motorsports and an example for young kids, from a personality standpoint. I am not sure mothers would agree when it comes to his stunts, like jumping out of an airplane without a parachute! Many of the kids arrived with hats, tee shirts and other memorabilia in hand hoping for an autograph. Travis made time for everyone and signed everything his adoring fans handed him.

Following the panel discussion, the drivers made their way to the cars, which were lined up in front of the dealership, making themselves available for autographs or to answer questions about the car and the mountain. The dealership gave Porsche flags to those attending and encouraged everyone to have the drivers sign their flag. Standing next to our car with Mike, we encouraged youngsters to sit in the car. It was rare that anyone would turn us down and the minute they sat down, a huge smile adorned their faces. While the kids were sitting in the car, appreciative parents took a number of pictures with their phones. The evening was a big hit, but it was nearing 9:00 pm and we had our earliest start of the week the following morning, 2:45 am. Our



Wednesday test session was on the top section of the race course.

Wednesday morning arrived quickly. I met Mike and Matt in the hotel lobby and we headed to the dealership. We dropped the rental car, got into the Dodge and were on the road to Pikes Peak shortly after 3:00 am arriving at the gates of the park at 3:30, just as it was opening. From there we headed to the Devil's Playground, the paddock area for this morning's practice. We were climbing approximately 8,000 feet in a Ram dually, pulling a 32-foot trailer loaded with tools, extra parts and a Porsche race car in blackness similar to a foggy Halloween night. In front of us were at least 200 turns, including tight hairpins to get to Devil's Playground. Thankfully, we had Mike forewarning Matt when a tight hairpin turn was coming. It was a harrowing drive. As we reached Devil's Playground, we pulled the truck into the paddock parking area and unloaded the car. The thermometer on the Ram said it was 29 degrees with the wind that felt strong enough to be tornadic. It felt like a winter night in Minnesota during a blizzard except no snow was falling, at least not yet. I had on four layers of clothes including a hooded sweatshirt, long sleeve tee shirt, a ski coat and I was still shivering. Not only was it cold, but the air was thin at this altitude. Combine cold temperatures with difficulty breathing and the morning at Devil's Playground was not the most enjoyable of racing experiences. I now understood how the area got its name. Perhaps this is expected at 12,780 feet above sea level.

Well before daybreak, we got word that a truck had gone off the road as he was making his way to the upper section. Even though practice was delayed due to the accident and cloud cover, our concern was for the crew in the truck. After 30 minutes, word reached us that it wasn't a race truck that crashed but rather a truck hauling a rental generator up the mountain to be used on race day. The driver was okay and the tow truck crews were able to get his truck back on the roadway. We lost about an hour of practice time due to the

Continued on page 23

In 1492 Christopher Columbus sailed west from Europe to what many considered the edge of the world, but he didn't fall off. Neither did Ferdinand Magellan some 27 years later when he set off to circumnavigate the world, and although he died before finishing, his crew sailed on and proved that it was round.



That belief was held for another 429 years until another Ferdinand set out to prove Magellan and his crew wrong.

That other Ferdinand was Herr Porsche who in 1948 in the small Austrian town of Gmund, put a flat-4 engine in the middle of the now legendary Porsche 356 #1.

From that day on . . .

**Our world
is FLAT !!!**



But, what is a flat engine and more importantly why is it flat?

A flat engine, or a horizontally opposed engine has its cylinders arranged horizontally in 2 banks therefore making it literally flat, as compared to the more common "V" or "vertical inline" types of engines.

The flat engine layout has several advantages for a sports car over the conventional designs:

- It occupies less vertical space allowing the car to have a lower profile
- It can be placed lower in the car thus lowering the center of gravity
- It is a very balanced (vibration-free) design because of the opposing motion
- It is easier to "air" cool
- It has lower rotational inertia (less weight on the crank) and less power loss

Initially, Herr Porsche used flat-fours, borrowed from Volkswagen (also his design) and put them into the 356 and then into the 912 models.

But, in 1963 Porsche decided that his cars needed more power so the first flat-six went into the now iconic 911.

It started out as a 2.0 liter, normally aspirated, air-cooled engine, which went through a myriad of changes, modifications and improvements throughout

the years. On some of those flat-6s, starting in 1975, Porsche also installed turbochargers.

In 1996 Porsches's flat-6 engine got water-cooled and went into their brand new mid-engined platform, the 986 Boxster, as a 2.5 liter, normally aspirated power plant.

In 1999 a 3.4 liter version of that engine went into the first water-cooled 911, even though the previous two platforms of the air cooled 911s had sported displacements of 3.6 liters (964 and 993). Flat-6s with 3.8 liters were used in some of the "S" platforms, and on some high-performance models (997 GT3 RSR and 997 GT3 Cup) the displacement eventually went as high as 4.0 liters which is what the factory claims is the largest displacement possible while maintaining optimum efficiency, power output and ease of cooling.

Aside from the flat-4 and flat-6 engines Porsche also built several other flat power plants, exclusively for racing:

- 1.5L and 2.0L flat-8 in the 718 (1961 and 1962)
- 2.0L and 2.2L flat-8 in the 907 (1967)
- 3.0L flat 8 in the 908 (1968)
- 4.5L flat-12 in the 917 (1969)
- 5.0L flat-12 in the 917 (1970)
- 5.4L flat-12 Twin-Turbo in the 1973 Can-Am 917/30 with the following specs:
 - 1,580 HP
 - 0-60 mph in 2.1 seconds
 - 0-100 in 3.9 seconds
 - 0-200 in 13.4 seconds
 - Top speed in excess of 240 mph

And even though Porsche made earth-shattering changes for 2017 by announcing that it was eliminating the normally-aspirated flat-6 engines in both the Boxster and Cayman platforms and exclusively offering 4-cylinder [gasp!] turbocharged engines . . .

. . . at least they're keeping them flat! . . .



The World Is Flat . . .

by Pedro Bonilla

courtesy pedrosgarage.com

Pedro . . .

continued from page 21

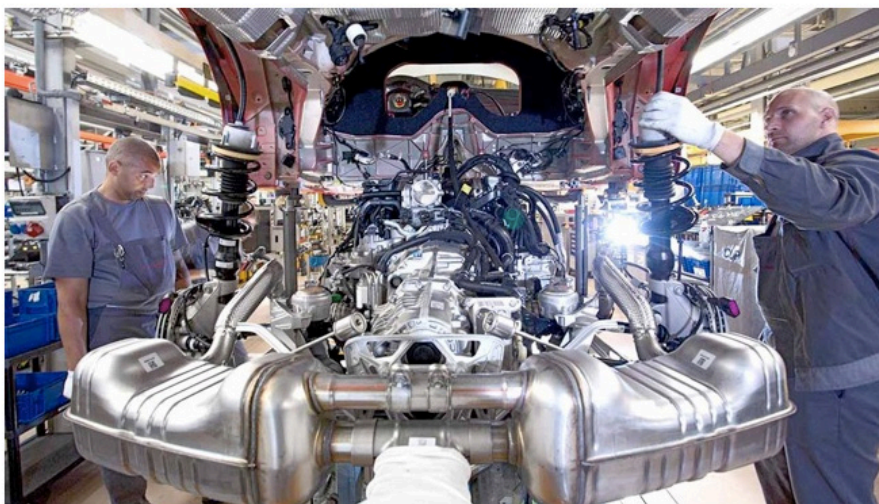
. . . and now we wonder what will they sound like?

In order to make them sound more like a Porsche and less like a Subaru Sti flat-4, Porsche amplifies the sound by using a resonator and an electric valve which pumps the sound into the cabin. At least it's real sound, albeit amplified, and not a fake engine sound track through the car's speakers as some other manufacturers such as VW with the GTI and BMW with the M5 have done :(

These new blown flat-4s are being offered with gobs of power and torque, but . . .

The Symphony in flat-6 will be missed.

Rest in Peace, flat-6.



SPONSOR SHOWCASE

Mike Selner

For participation in this column contact Mike Selner 488-9847.

Auto Edge Ltd. is an American and Import repair shop established 22 years ago by the previous owner. The shop is known nationwide for its trouble-shooting and diagnostic abilities. It is listed nationally as a NAPA Car Care Center and is also a member of the ASA (Automotive Service Association).

Some of the shop highlights are its convenient location to a major free-way system, a modern building, 5 years old with ample parking, six service bays, an office/reception area, lunch room, unit repair room and parts room, computerized repair or-

der system with history of records, Chassis Dyno, Allen Computer Scope with 4 gas exhaust analyzer, extensive amount of state-of-the-art fuel and ignition test equipment, complete air conditioning service equipment, full brake service equipment, Mitchell-On-Demand technical information system, on-site high volume parts inventory.

Personnel at Auto Edge: four technicians, fully ASE certified, Porsche and Audi registered master technician, and two service advisors/managers - American and Import with experience ranging from 9 to 38 years for a total of 100 years of experience.

Services available at Auto Edge: include complete Autocross and performance set-up; engine and suspension modifications; Dyno performance tuning; complete maintenance and repair for all makes of cars, light

trucks, and vans; computerized fuel injection and ignition diagnostics; performance parts; loaner vehicles are available by appointment.

Auto Edge owner's background: Bob and Pam Viau have been Nord Stern members for several years and have been active participants in Autocross events. Bob has a total of 18 years of automotive experience, a former employee of Maplewood Imports, known nationally as one of the top technicians in the country. He has won several National Service awards and has been factory trained for Porsche and Audi through the 1994 "993" model. Bob also gained automotive engineering experience from previous employment at Onan Corp. He has also served as a training instructor for AutoTech.

Above: Column in the October 1994 Nord Stern newsletter highlighting one of our then, AND STILL, advertisers Auto Edge (see their ad on the back of each and every newsletter . . .) along with the copy, right, running at that time. Kind of fun to see. Still owned and operated by Bob and company.

Is your Porsche doing what you expect of it?
Is it time for your scheduled maintenance?
Is there something just not right?
Do you need an answer to these questions?
Your answer is Auto Edge
Where making sure it's right is our way of business

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Where in the World . . .

continued from page 20

accident, but thankfully, no one was hurt. The run from Devil's Playground to the summit is relatively short, so despite losing time for the accident and clouds, we still made three practice runs. Mike was the fastest in this section.

Coming off the mountain in the daylight was much easier than going up in the dark. It was difficult to get around a few of the hairpin turns because the mountain had been opened to the public and a number of cars were coming up the hill at the same time we were going down. Many of the cars coming up were competitors. Their crews were hauling the race car back to the site of their operations while the drivers were continuing to see as much of the track as they could by driving up it multiple times in a rental car.

Once back at Porsche of Colorado Springs, we unloaded the car and Matt put it up on the air jacks to check all of the suspension nuts and bolts, ensuring that nothing had worked loose. Once he was sure everything was tight, we put it back on the trailer ready to head to the mountain tomorrow morning for our qualifying runs on the lower section.

Qualifying occurs during practice on the bottom section, therefore a third of the field qualified Tuesday, a third on Wednesday and the final third on Thursday. Starting times on race day are earned by being the fastest car from the starting line to Glen Cove, the bottom section of the track. The key to qualifying is just like at any track, be the fastest car. The fastest car goes first, followed by the second fastest car, then the third fastest until the entire field makes its run at the mountain. It is to your advantage to qualify as fast as you can because the weather changes on the mountain by the minute. Usually the best weather is early in the day. There have been a number of instances where cars starting later in the day didn't get to make a complete run because of fog, snow, hail or sleet.

On race day, the motorcycles and ATV's start at 8:00 am followed by the cars at 10:00 am. The only disadvantage with going early is

that every car and bike that makes their run up the mountain sits on the summit until the entire field has completed their run. Once everyone has raced up the mountain, the entire field comes back down together. Following an early run, you could wait on the summit for 8 hours or more. After the race cars have come down, the spectators who have gone to various locations along the track to watch the race start their trek down the hill. Getting off the mountain after the race is a monumental task.

We met in the Marriott lobby at 3:45 am on Thursday morning to make our trip up to the starting line paddock. We arrived about 4:45 am, unloaded the car and waited for qualifying to begin. Each car usually gets three runs through the first section and your best time on any of the three runs is your qualifying time. Our strategy is to be one of the last cars up the mountain on our first run, return to the starting line with the group and quickly get back in-line for our second run. Our desire is to keep the tires warm with a late start on the first run and an early start on the second run. As cold as it is on the mountain, warm tires are the key to speed.

On the first run, Mike was the fastest GT4 car. As he came back down the hill, he quickly turned the car around and got back in line, fourth from the front. A TV monitor sitting near the starting line was recording times in three sectors on the run to Glen Cove. The times were recorded in color very much like Formula 1 with the fastest sector time showing in purple. We stayed with the Cayman until it was Mike's turn to leave the starting line. This is the only racing I know that gives you a running start to the starting line. The green flag waved, Mike pushed the throttle to the floor while holding the brake to activate the Clubsport's launch control. After a couple of seconds, Mike released the brake and the GT4 rocketed off the line and through the starting line time trap. At this point Matt Raymond and I walked over to the timing screen to see our sector times. We waited but no times were posted. This is when you start to get a sinking feeling in your stomach. Our first sector times should have been posted by now. The two cars that

left before us, one being Ray Evernham, have their times registered on the screen. Something is wrong. We wait another minute, then I hear engines being shut down of those sitting in line for their next qualifying run. This is not good. I walked up to the green flag station and hear the flag man on the radio with someone further up the course. A car has crashed. After he's finished talking on the radio, I ask him which car has been in an accident and he says 21. It's our Cayman. I ask if the driver is okay and he says yes, but he doesn't know how bad the car is hurt. I walked back to our trailer and waited which seemed like an eternity. About 10 minutes later, a roll-back wrecker shows up with our car on the bed. The front and rear bumper covers are missing and the right front tire is flat. That's all we can see until the car comes off the wrecker. While the wrecker unloaded our car, it is surrounded by five or six people assessing the damage. Before the car is completely off the wrecker Joe Brenner, Colorado Springs Porsches' General Manager, tells us his body shop is awaiting our arrival. They are clearing out a repair bay and will have a tech standing by to start to work on the car as soon as it arrives. As the car is sitting in the paddock, Matt and three members of the Canadian race team are disassembling the front of the car. The Canadian Team knows exactly what bolts to loosen because one of their drivers experienced similar damage yesterday. As Yogi Berra would say, this is déjà vu all over again for the Canadians.

It is 7:30 am. Once the car is off the wrecker, parts and assemblies continue to be unbolted. It looks like a chop shop as the crew works with surgical accuracy. The first thing we see is the right-hand shock tower has the top broken out. It is a cast aluminum piece and discussions are underway as to how to weld the top back on then reinforce it if a new part isn't available. We remove the flat tire, tie a ratchet strap to the upright and shock tower, and mount a tire from the set we were saving for the race. The car is now mobile and can be loaded on the trailer.

We are headed to Eurocars' body shop,

Continued on page 29

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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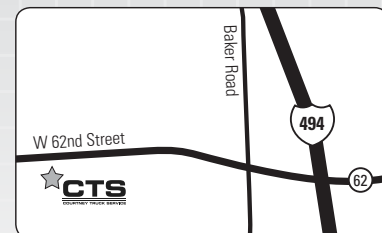
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The MBCA-MNMB and NORD STERN PORSCHE CLUB would like to invite you:
Sunday, November 11, 2018

2 p.m. performance of: Lend me a Tenor

Old Log Theatre Presents: Lend Me a Tenor

VIP Info:

- **Time:** Lunch Begins at 12 p.m.; Performance starts at 2 p.m.
- **Cost:** \$57.07 @ (Includes tax/tip)
- **Where:** Old Log Theatre, 5185 Meadville St, Excelsior, MN 55331
- **RSVP:** Call Mauren Kvam directly at 952.474.0861 and say you are with the Mercedes-Benz Club of America or the Porsche Club
- **Please Note:** Reservations need to be submitted before November 6!

This Tony Award winning madcap screwball comedy, set in 1934, will keep you laughing all night long! The most inventive, original farce in a long time Saunders, the general manager of the Cleveland Grand Opera Company, is set to welcome world famous Tito Morelli, the greatest tenor of his era, to appear for one night only as Otello. The star arrives late, and following a series of hilarious mishaps, is given a double dose of tranquilizers and passes out. Saunders convinces his assistant Max to put on Morelli's costume and fool the audience into believing they are seeing the star. Max succeeds, but Morelli comes to and puts on his other costume ready to perform. Hilarity ensues!

Individual guests have a choice of one of four lunch entrees:

1. Braised Boneless Short Rib, potatoes, seasonal vegetable, gravy
 2. Seared Pork Chop, potatoes, seasonal vegetables, bacon port demi-glaze
 3. Dill Roasted Tilapia, potatoes, seasonal vegetables, with lemon
 4. Angel Hair Pasta with Garden Marinara
- (All include bread service, dessert, and coffee)

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The Old Log Theatre Accepts all major credit cards.

There are 30 total spots available, so please contact Mauren at the Old Log Theatre SOON to reserve your spot!

Again, Reservations need to be submitted before November 6!

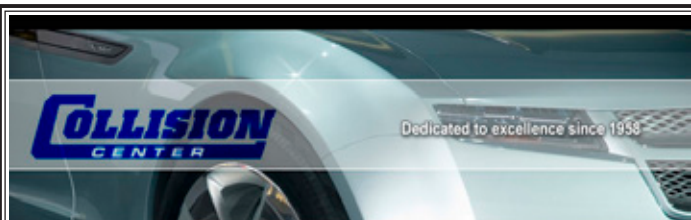
You can also then pick out your meal selection at time of payment.

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Great Turnout (despite the sprinkles) at this year's Labor Day BBQ in Rochester!
photos by Organizer, Jeff Boehm





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DATE	EVENT	SPONSOR	LOCATION
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

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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"

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Photo by Peter Lapinski

Where in the World . . .

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which specializes in Porsche, Mercedes and BMW repairs. As we drive, Matt, Mike and I formulate a strategy to get the car running for the race. Within an hour of the “off”, the car is unloaded and sitting in one of the body shop’s repair bays. Waiting for the car is a young tech named Sam. He has already agreed to work around the clock until the car is back on the track. As we survey the damage, Sam explains the broken shock tower is not that uncommon on Cayman’s and Boxster’s. He tells us he sees it frequently on street cars. That is the reason they are riveted and glued into position. As we are surveying the damage, Dee, PMNA’s parts guy appears and starts making a list of parts that we are going to need. Sam and Matt start to disassemble some of the components they know need to be replaced when who walks through the door but the Canadian Team from JF Racing. It is now 9:30 am and we have been off the mountain two hours. The Canadians apologize for being late. It didn’t matter to us that they were late because we really didn’t expect them. They had to get their two team cars off the mountain and look them over to make sure they were ready to run in the voluntary practice session tomorrow morning. Once they felt comfortable with their cars, they came to the body shop. They were six strong, including JF Launier, the owner of JF Racing and JF Kustoms. The others were Max Macasso, Calvin Launier, Stephan Radzinski, Mark Stuzka and Nick Kwan. Turning up later was Brooklynn Pickering, one of the hardest working women you’ll ever meet.

They are from a small town in British Columbia near the US border. They all jumped in disassembling the car. As we are introducing ourselves, we learn that JF’s claim to fame is having won the Ridler award in 2014 with a 1964 Buick Riviera. He has also been a team leader on “Overhaulin’”, the popular Chip Foose TV show. I start to feel better about our chances with each passing moment. With the JF crew along with Matt and Sam, we couldn’t be in better hands.

There are two car builder awards presented annually which are the pinnacle of achievement in the hot rod and custom car community. First, the “America’s Most Beautiful Roadster” (AMBER) Trophy given each year at the Grand National Roadster Show in Southern California. The AMBER award has been presented every year since 1950 but can only be won by roadsters. The next is the Ridler Award presented to the best custom car never previously shown. The Ridler is awarded at Detroit’s Autorama each year. This award has been presented every year since 1964 and both awards, the AMBER and Ridler, have been won by icons of the hot rod and custom car industry. Winning either is tantamount to winning an Oscar or Olympic Gold Medal. While talking to JF about the Ridler, Sam, the Eurocar tech assigned to repairing the Porsche, told us he was a member of the team from Colorado that won the Ridler in 2018. Little did I know that I was standing next to car builder royalty. It was a surprise and a pleasure working alongside both JF and Sam.

As we were disassembling the front of the GT4, Dee from Porsche Motorsports North America was back to see what additional parts we were going to need. Also standing close by was Joe Brenner. As a part came off the car that had to be replaced, they were either on a computer or telephone looking for the closest available replacement part. I was more than pleasantly surprised by the hoops they jumped through and the favors they called in to find parts. Joe even gave us the okay to pull parts off of a Cayman or 911 sitting in his race shop if we needed a part and couldn’t get from Service of PMNA.

I walked out of Eurocar about 10:00 am to get a part and when I returned, JF and a member of his team were standing in the trunk of the Cayman jumping up and down. When the car hit as it went off track, it pushed the trunk floor up. They were jumping on it to push it back into position. It would have been a funny scene, but I wasn’t in a laughing mood following the incident. This was the same floor where I used a rubber mat to protect it from getting

scratched as people were filling the fuel cell. It hurt just to look at it.

By 11:30 am, the front of the car was completely disassembled and replacement parts were arriving. I made sure we replaced all front suspension parts even if it looked undamaged. There was no way I wanted Mike running up Pikes Peak on a suspension or steering part that may have looked okay but was actually damaged. It wasn’t worth putting the car back together if we didn’t know the structural integrity of the parts going back on the car. It was a heck of a lot more expensive replacing parts that appeared to be okay, but to me safety was more important than saving a few dollars. Well, this is a Porsche so that sentence would have been better said, “saving a few thousand dollars”. The strut tower was the main part we weren’t sure was available. JF and I made a trip to a welding shop two blocks from Eurocars to see if the strut tower could be welded back together. The welding shop owner said he could weld the top in place and reinforce it, but I wasn’t convinced I wanted to run the car with a critical cast aluminum part welded together. I wouldn’t want to drive it with a welded strut tower and I certainly wouldn’t ask Mike to drive it. This could be the part that prevented us from racing on Sunday, but so be it if a new part wasn’t available.

As we got back to the body shop, Dee was dropping off parts from the Motorsports trailer for the front suspension. With those parts was a brand new shiny strut tower. Delivering the strut tower made him the hero of the hour. Having the new part drastically improved our chances of racing on Sunday.

Now the team’s attention turned to removing the old tower. There was a special tool the Porsche Repair Manual called for to remove the strut tower but the body shop didn’t have one. JF tried drilling out the hardened rivets holding the tower in place but he broke a number of drill bits. The final solution was to grind the tops of the rivet heads off with a grinder and then drive the rivets out with a hammer and a punch. This took time, but it worked. With the old tower out, Sam went

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Clubtalk . . .

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their max psi when cold.

7. Internet info. Every year I have a couple different people call about trailer tires and I give them a price. They ask what brand and then call back a little later and ask what other brands we have as they proceed to tell me that someone online in a forum said that brand is no good. Here's the deal, most people don't know that trailer tires aren't designed to be used until the tread is gone. So someone online had some tires on his RV that "looked good" and yes, they were 8-years-old which he fails to mention, but they "looked good" and out of nowhere the tire just blew up while he was driving down the road. So that's obviously a bad brand. Then another guy who had a similar situation chimes in and the next thing you know it's a fact. You can search any brand of trailer tire and find stories like this. And yes, some brands are of poor quality. But the majority of the time it's the fact that the owner wasn't aware of the above mentioned things (failure on the part of the person who sold the tires). Or they just don't believe them. Either way, the tire blew and now their weekend of camping has been cut short. Not to mention the potential damage to the trailer from a blown tire.

Good advice here.

– Lon Tusler

This is terrific advice. Having once been involved in the manufacture of trailer tires, AIR PRESSURE was the number one reason for trailer tire failure. I have Calstar on the three trailers (open twin axle, enclosed twin axle and a single axle motorcycle/UTV trailer) I own and they have been trouble free (knock on wood) for the life of the tire, but whoever on our team takes the truck and trailer is responsible to insure the tires are properly inflated. Most seasons, we put approximately 20,000 miles on our trailers.

The advice of carrying two spares or more is excellent, it is smart. When you have a blow out or flat on a dually trailer, change both tires on that side. The weight that is transferred to the remaining tire causes

excessive heat in the inflated tire, the enemy of any tire. It may cost an extra \$100 or so for an extra tire, but it is money well spent.

Tire problems on trailers is not just relegated to single car trailers. We actually have more problems with tires on our two semi trailers that are used for World Challenge and vintage racing. The World Challenge trailer is a spread axle trailer like the NASCAR and IMSA teams use and we lost a tire last year. It went undetected by our truck driver and tore the entire rear side of the trailer out from the front axle back. Let's just say this was a very expensive lesson and one learned by a very experienced truck driver. The year before I became involved with the team, they lost a semi trailer, a Corvette World Challenge car, a Kawasaki Mule and tool box to a fire from a flat tire on the trailer that wasn't identified until it was too late. Worse, the team had borrowed the trailer. **KEEP THOSE TIRES INFLATED TO THE MAX PRESSURE AND REPLACE THEM WHEN NEEDED.**

– Dave Roberts

Excellent and timely article Lon thanks for passing on. And . . .

- Carry two spares. Or more.
- Make sure they are inflated to pressure

before you leave your house. Also goes for spare on your tow vehicle – when was the last time anyone checked that?

- And a jack (bottle or otherwise) that can lift your trailer with your car in or on it.
- And a socket that fits the trailer lug nuts that are likely different than your truck lug nuts, preferably attached a battery operated impact wrench . . . with a battery that is actually charged so it works a whole lot better.
- Because if you have all of those, a trailer tire change takes fifteen minutes. And so does the second trailer tire change when the second trailer tire blows on the same trip. And then its white knuckles after that with no spares but see the reference to "two spares or more" above.

All things learned through experience . . .
trailer from the black hills to Brainerd . . .
on trailer tires that were likely too old per the article Lon passed on.

– Mike Sabers

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Where in the World . . .

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to work installing the new tower. Getting it located exactly in the correct position was critical. Working with the body shop's Senior Tech, he and Sam came up with a solution then bolted and clamped the tower in place before installing the new rivets. Once they were convinced the tower was in the exact location, they finished riveting and bonding it in place. While Sam and JF were replacing the shock tower, the suspension was being rebuilt by Max, the hardest working millennial I have ever met.

By 5:00 pm, the suspension and steering components were back on the car and it was ready to go on an alignment rack. The alignment rack was back at the dealership, so minus the front fender, radiators, front and rear bumper covers, we loaded the car onto the trailer and headed to Colorado Springs Porsche. When we arrived, the service department was closed but Joe Brenner had arranged for a tech to work overtime to align the car. As we were pushing the car into the service bay and onto the alignment rack, all of the teams were in the parking lot preparing to go back to the mountain for Friday's voluntary practice session. Us? We were going to Arby's to have another Classic Roast Beef sandwich dinner, which had become a staple in our diet, and head back to the hotel to sleep. Our plan for Friday was to get to the dealership just about the time the teams were

returning from their practice runs. The parts to complete the car were scheduled to arrive about that time and we had about 6 hours of work to do to get the car ready for the track.

On Friday morning, we got to the dealership about 7:30 am. The car had been aligned but was still sitting in the service bay. Without radiators it had to be pushed to the race shop. Once in the race shop and up on a lift, we were able to clearly see under the car to determine if there was any hidden damage. As we inspected the car, I was amazed that there wasn't a scratch on the undercarriage from the front trunk well to the rear bumper. The car clearly hadn't touched anything beyond the trunk well as Mike ran off course with the exception of the rear bumper cover. Other than a missing rear bumper cover, the car was a clean. The rear bumper cover, one of the new carbon fiber parts I had just purchased, needed a small repair, but it was salvageable. We had ordered a new rear bumper cover, so we would take the repairable cover home, have it repaired and save it as a replacement part, hoping that it stays in the upstairs annex of the race shop until I sell the car if I ever do sell it.

As we were putting the car on the lift, the teams started to filter in from their practice runs. The good news was, there wasn't any damage to the cars that tested Friday morning. JF's guys came into the shop as soon as they got back from the track and started to install the radiators. New bumper

covers had been delivered but they were in primer colors. The guys at Colorado Springs Porsche had access to a couple of shops that do vinyl wraps, so the bumpers went sent to be wrapped.

I wanted to test the car to make sure it was running and handling properly before we ran up the mountain on Sunday. I contacted Ray Evernham and asked him if he knew anyone at Pikes Peak International Raceway, PPIR. He didn't but, Eddie Bohn, one of his guys did. Eddie called the track and they said we were in luck, today was an open track day. All we had to do was show up, pay \$100 and the use the track as much as we wanted. PPIR is a proto-typical NASCAR rovel, a banked oval with an infield road course. An excellent place to test the Clubsport.

At about 2:00 pm, the car was together with the exception of the bumper covers which were still being wrapped. The car could run without bumper covers and we were anxious to test it. We loaded it into the trailer and headed south on I-25 to PPIR. Along with us was the entire JF crew. About 30 minutes later, we were at the front gate, paid our \$100 and unloaded the car. It was a typical track day with the usual assortment of track and street cars. Eddie Bohn had let the track officials know we were coming. They greeted us as we arrived, told us to take the track with the next group and have fun. That was a

Continued on page 35



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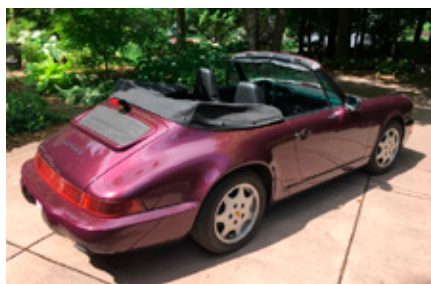


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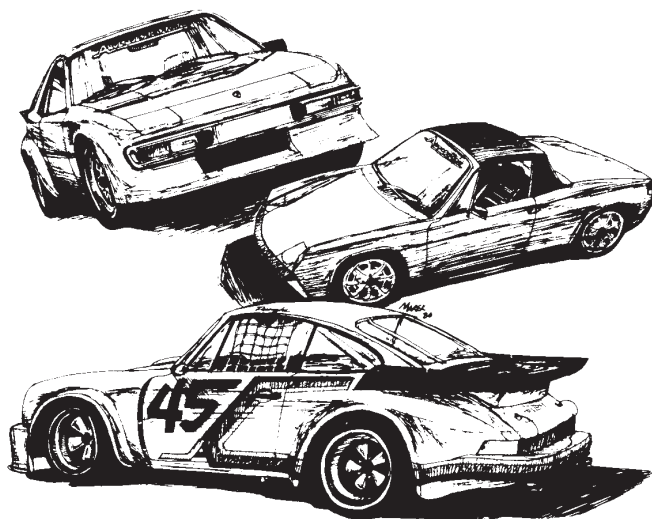
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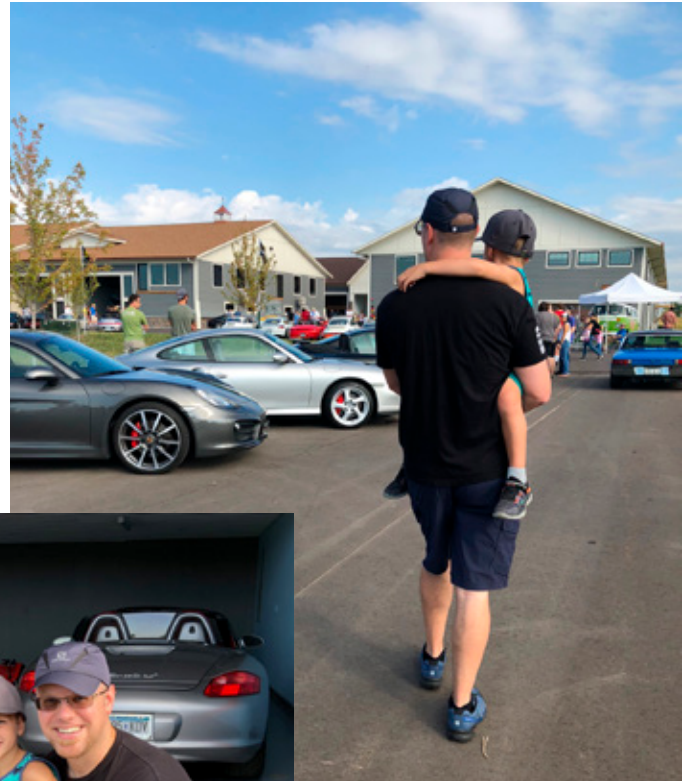
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Hunting 'Unicorns' . . . or Who Loves the Porsches more? Dad or Son?

photos courtesy Brandon Olson



Brandon and his son, Cason, attended the recent Oktoberfest event held at the Medina Autoplex complex. Lots of pretty cool Porsches as well as the gorgeous black 959, upper left photo, and prompted the comment that one felt as if one had found a unicorn!



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Where in the World . . .

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foreign word to us as fun was something we hadn't had over the last 36 hours.

To say we were somewhat of a novelty at the track was an understatement. The entire group was wearing Team DeVilbiss/Hawk shirt. With the team dressed in the orange and red of DeVilbiss/Hawk, we walked out to the road course wall to watch Mike make a few laps. On track, Mike took his time the first few laps to get a feel for the car, then he began to pick up speed. Up until then everyone was passing him so I am sure they were feeling proud of themselves. You could tell everyone was driving just a little harder this session. My bet is they were thinking, "Yeah sure, a Porsche race car shows up and I easily pass him with my Corvette. These track day events must be helping me because I am fast."

With a couple of laps in the books and the car performing beautifully, Mike started to push it a bit harder, but never to the limit. No reason to have an incident a few hours after rebuilding the car. Very quickly he passed every car on the track and then lapped a few he had passed just a few minutes later. I am sure the red front of the bumper-less Cayman was looming large in the mirrors of the cars he hadn't lapped when the checkered flag waved. Mike exited the track, pulled into the paddock and stopped at the trailer's tailgate which was down in the loading position.

After working on the car for the past 36 hours, a bevy of red and orange clad crew members swarmed the car wanting to know how it felt. Mike had a smile on his face. We knew the car was ready. We loaded it back into the trailer and departed for Colorado Springs Porsche. The only thing left to install were the front and rear bumper covers, but they weren't scheduled to return from the wrapper until tomorrow morning. We decided to call it a day, head to the hotel, shower and go downtown to Fanfest. We were almost ready for the 96th running of the Race to the Clouds and about to understand how prophetic that title is.

Fanfest is held for the local population. Many of the racecars are parked downtown Colorado Springs. The event attracts thousands of people who eat in the local restaurants and patronize the local retailers. We wanted to see what it was all about so drove downtown and walked around the cars and vendors for an hour or so. We bumped into other Porsche drivers, crew members and PMNA personnel. Everyone was curious about the condition of the car and seemed delighted when we told them we were ready to go. We found a pizza restaurant and had dinner. The pizza tasted considerably better than the Classic Roast Beef sandwiches we had eaten the last three nights. Once we were finished eating, we headed back to the hotel. Matt wanted to be at the dealership at 7:00 am Saturday morning, do his last pre-race check, install the bumper covers and load the

car. We had to leave for the mountain at 1:30 pm Saturday afternoon, get to the starting line paddock, unload the car, park the trailer, head back to the hotel and wait for 4:15 am race day.

Due to the qualifying time we set during our first run on Thursday, we would be starting 25th. The GT4's in front of us were those of Travis Pastrana and JR Hildebrand. They laid down faster qualifying times during their later runs on Thursday. They were in starting positions 20 and 21 and would be setting the pace for us to beat.

When 4:15 am Sunday morning arrived, we headed to the mountain. Over the past two months, more so over the past 48 hours, we had prepared for the 10-minutes it would take us to cover 12.42 miles to the summit of Pikes Peak, not unlike every other team that made this drive to the starting line paddock for the past 96 years. At 8:00 am, the motorcycles began to roll off the starting line followed by the ATV's. With vehicles leaving the starting line every three to five minutes, it seemed excruciatingly painful waiting for our turn to make the run up the mountain.

At 10:00 am, the green flag for the cars waved and first up the mountain was Romain Dumas in the electric VW prototype. He was chasing Sebastian Loeb's 8 minute 13 second record set in 2013. A large crowd had gathered around the starting line to watch the VW launch off the line. The torque of the electric motors hurdled it off the line into the light fog like it had been shot off the deck of an aircraft carrier with a catapult. The only sound to be heard was the siren that electric cars carry to alert the people that a car is on its way. As soon as the car was out of sight, everyone ran to the timing monitor to see Romain's sector times. The crowd oohed and awed as he went through each sector. When he got to the finish line a 7:57 popped up on the screen. You could feel the electricity of the crowd and that wasn't meant as a pun. The Volkswagen crew began embracing each other, jumping up and down and popped a cork on a bottle of champagne to celebrate the first sub 8-minute run in history. We had



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Where in the World . . .

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just seen history made and it was only 10:10 on Sunday morning.

While it was exciting to see, we had work to do. The Yokohama GT4 Trophy was there for the taking. Everyone involved in repairing the red and orange Hawk/DeVilbiss Porsche had done their job, it would soon be in Mike's hands. If we didn't finish the race, it would have been disappointing considering of the number of new parts we had installed on the Cayman. Matt had checked everything two and in some cases three times. We were ready. The objective was for Mike to complete the run safely. As the GT4 teams



waited for their turn on the starting line, PMNA asked for the drivers to take a group

picture. This was the inaugural running of the Yokohama GT4 Cup and a picture seemed like a great idea.

The start never goes smoothly. There are ever-changing weather conditions and vehicles that break or crash during the race. Today was no different. There were a number of delays leading up to our starting time.

Finally, at 12:15 pm, it was our turn. Mike brought the rev's up on the engine with his left foot firmly planted on the brake. The green flag flew and he was off on his run up the mountain. The timing monitor was sitting no more than 25 feet from the starting line, but I couldn't watch. I headed back to the paddock and took up a seating position on the tongue of the trailer with a moving blanket wrapped around me. The next 11 minutes we would know if he was faster than Travis Pastrana who had laid down a blistering lap just 20 minutes earlier. Travis' time was going to be hard to beat. JR Hildebrand had already tried and fallen short. On the summit, Travis and JR were watching Mike's sector times to see if he was going to be any faster. In the first sector, Mike lost time to Travis and JR. He got a bit of it back in the second sector but in the third he was on a roll. He set the fastest sector time in the final section, but it wasn't fast enough. He crossed the finish line in 10 minutes, 40.7 seconds. He was third, 1.3 seconds short of JR and what seemed like a millennium behind Travis. Travis had completed the trip up the hill in 10 minutes 33.9 seconds. We were a full 6.8 seconds behind him.



In a 12.42 mile distance that doesn't seem like a lot, but in the world of auto racing it is a lifetime. When I heard the time, I was disappointed but only for a moment or two. Reflecting on where we were on Thursday morning and that we were now on the summit, I was pleased. Just a few days ago, I was getting ready to load the Cayman on the trailer and send it back to Charlotte. If the Canadians hadn't turned out in force, the car would have been sitting in Charlotte rather than at 14,115 feet above sea level. In those 10 minutes and nearly 41 seconds, I was happy I didn't send the car home. We had just completed a pass up the mountain and it appeared we would finish on the third step of the podium.

As the people on top of the mountain were waiting for everyone to finish their run, the inevitable happened. It snowed on the summit and hailed on the starting line. The race was stopped and a number of competitors were not allowed to make their run to the top. While everyone was waiting for all of the runs to be completed, a snowball fight broke out on the summit. It is said that boys will be boys and when you have men from 20 to 70 years old involved in a snowball fight, that axiom couldn't have

been truer.

With the race over, the trip back down the mountain took nearly an hour. The roadway was wet and many of the competitors were on slicks. They returned at a reduced pace because slipping off the road would have been disastrous and more importantly, embarrassing. Along the way, fans stepped out on the road and high fived the drivers as they went by. This slowed the progress, but what better recognition could come from the swarm of fans that ventured up the mountain between midnight and 4:00 am this morning and then withstood a snow and hail storm. These were dedicated hillclimb fans with some of them sleeping in their cars overnight on the mountain.

There was a tremendous amount of work done by a number of people over the past three days to get the two GT4's, that found their way off course, race ready. There was no way we, Team Hawk/DeVilbiss, could have had our car in the race on Sunday without help. As I reflected on the weekend, I underestimated the number people we would need to run this race. Honestly, it came from running a Porsche and knowing the driver. Neither have created any issues in

the past. One crew member, a driver and me just wasn't enough to support a run up Pikes Peak. The effort and cooperation to repair our car by the people from JF Kustoms, Porsche Motorsports North America, Eurocars and Colorado Springs Porsche lead by Joe Brenner was beyond expectations. They were responsible for us finishing third in class. While all of the work was underway, I continued get calls and texts from Ray Evernham offering help from his team. Thank God we didn't need it. As said by my assistant Janice when she heard this story, "the kindness of strangers" and she couldn't have been more correct.

With the Indy 500 Legend Days and two of the four early Summer races now behind me, it was time to head to France. I'll be driving the 1975 Le Mans winning 911 RSR with two good friends in the Classic 24 Hours of Le Mans. This is my first trip at Le Mans and despite participating in Pikes Peak and the Brickyard Invitational, it will clearly be the pinnacle of the year. Retirement isn't as bad as I thought it would be and doing what I am doing sure beats sitting on the porch in Sun City watching the sunset.

Below, a Michael Grabner Charity Calendar photo (best seen online in color!) Teresa Pfister's lovely 1963 Signal Red 365.

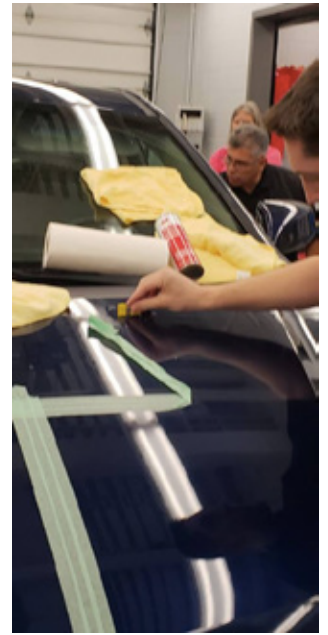
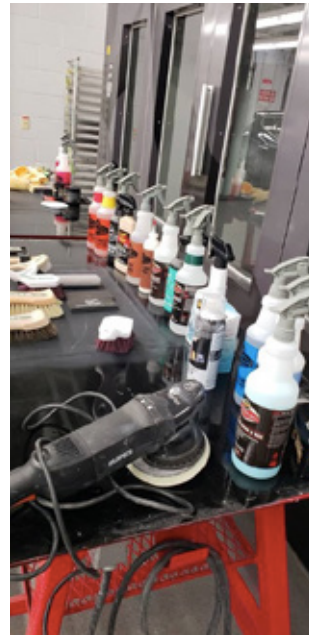




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