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November 2018





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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.

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.

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



Cover:

Photo by
Chao Thao

It was a great
day for a drive
...!

Table of Contents

Departments

- 4 2018 Nord Stern Officers and Committee Chairs
- 5 Welkommen . . . Willkommen . . . Willkommen
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 16 Where We Were –
- 18 The Scans Continue . . .
- 24 PCA's Zone 10 Directory
- 32 Classifieds
- 37 October 2018 Business Meeting Minutes . . .

Features

- 11 Where Are The Cool Cars? . . .
- 13 What Does It Take To Move Up a Notch??
- 14 ClubTalk 'Challenge' The BEST part of your garage and One of the Worst
- 15 ClubTalk. . . Talk . . . Rennsport Reunion VI
- 20 Where In The World Is Carmen San Diego (aka Dave)? . . .
Or, the Further Adventures of Dave July 6, 7, 8, 2018
- 21 Criticized Success! . . .
- 26 Novice Porsche POV Mpls and Porsche St. Paul Track Day
- 27 Out and About with Nord Stern . . . Waves from the Dragon!
- 31 Out and About with Nord Stern . . .
- 33 It Was Time for a Fall Drive!
- 34 Club Racing at Laguna Seca . . . Rennsport Reunion VI
- 36 Our Own Twisties . . . A Fun Drive

Upcoming Events

- 8 2018 Calendar . . . Get Around with Nord Stern

HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

1. First, **JOIN** Porsche Club of America (PCA). Please visit www.pca.org for membership instructions.

2. Next, join Nord Stern

- Visit www.nordstern.org and pay dues via Paypal (<http://usa35.noip>) hotlink is on the Join/Renew page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
- Your membership information with PCA will be available for the club's records.

3. To **RENEW** an existing Nord Stern membership visit www.nordstern.org and pay via PayPal (link is in instructions on how to Join/Renew or use: <http://usa35.noip.me>). Or, you may send your check, payable to Nord Stern, to Jeff via snail mail address below.

Or, call Ed directly and leave your name, address and both home and work phone numbers with any questions!

*Address Changes:
Please send Ed any address changes or updates via email or just give him a call!*

Ed Vazquez

email: edmn911@aol.com or
612.720.0760 (cell)

Mail renewal checks to:

Jeff Bluhm

9145 Breckenridge Lane
Eden Prairie, MN 55347

Reminder: Annual Dues are:
\$30 per year (defrays monthly
newsletter costs!)

Nord Stern membership Options:
\$30 per year
\$80 for three years!

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

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

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Fall Color Tour Michele and Ron Johnson Lauri and Greg Wagener	fallcolor@nordstern.org	Zone 10 Rep: Julie Bailey 229 S Westfield St Wichita, KS 67209 racylacy944@yahoo.com 316.655.4058	



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

Welkommen . . . Welkommen . . . Welkommen

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!



Alissa Nudi

Wayzata, MN
2018 Rhodium Silver
Panamera 4

Phil Vorwerk

New Ulm, MN
1989 Silver 911 Carrera

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!).

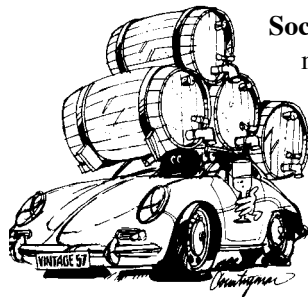
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



Porsche Passion! That is what makes Nord Stern a special group to be a part of. This year I have had an opportunity to meet many members who exemplify Porsche Passion. Thanks to all of the members who have stepped up to make the events this fall a success. Porsche club, after all, is fueled by our volunteers!

I would like to take a moment to the **Jim and Cindy Holton** for the fantastic effort they put forth on this year's inaugural South Shore of Lake Superior Fall Color Tour (aka FCT!). They had big shoes to fill, and what a magnificent job! What a beautiful location and amazing job that to make the event run smoothly. Pier B resort is absolutely lovely and the staff was so accommodating. The hotel had a lovely reception for us on Friday evening, and it was a great opportunity to make some new friends, as well as touch base with a few old ones we only see a few times a year. Saturday morning was a scenic drive east to Bayfield, WI. We had a delicious lunch at Gruenkes, and in proper Porsche fashion took over the entire restaurant. The staff there was amazing, too! I don't think anyone waited more than 15 minutes for their lunch. Now that's incredible service with upwards of eighty hungry car enthusiasts in attendance. **Ed and Ali Vazquez** gave away some fun door prizes during lunch, and a great time was had by all. Afterwards we had a choice between hanging out in Bayfield, or trekking over to Madeline Island. Ryan and I of course headed to the island to pay a visit to our

favorite water hole IN Lake Superior, Tom's Burned Down Café. If you've never been there, you really owe it to yourself to check it out. If nothing else, it's a conversation starter.

And like good drivers, we're always looking ahead, and it's never too early to start planning for next year. Stepping in to take over the tour for 2019 are **Ron and Michele Deml Johnson** and **Greg and Lauri Wagener**. Thanks for stepping up!

The first weekend of October, we had our last track days of the year. It was a bit chilly, but we had a decent turnout both for the driver's school and the DE weekend. A big thanks to **Jim Bahner** and all of the instructors who helped out. Safety **Chuck Porter** and our new DE chair **Misty Martianos** did a great job with the DE portion of the weekend. I'm already looking forward to the 2019 track season, and Nord Stern's return to Road America! That's right, after a hiatus this year, we'll be trekking east again. Mark your calendars now for June 10 - 11, 2019 and the return of the **Cheese Fling!**

And while you've got that pen out, get January 12 on your calendar too. We'll be celebrating Nord Stern's 60th anniversary in style at the American Swedish Institute in Minneapolis. This is a spectacular location and we have a very special guest speaker lined up, so it will definitely be worth your time to attend! See you there!

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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

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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

Once again the production of the 'next newsletter' has snuck on me and I'm flogging away to get it all put together. It's that 'out the door' off to the printer and out of my hands time. Doing something monthly as we do with the newsletter sure comes around quickly - didn't I just finish October? There have been times when I contemplate changing the frequency of the newsletter. With the huge sea change in how we communicate, how we deliver PR and event info and, of course, the tremendous reliance on digital, it truly is tempting to decrease that frequency rate. It's not the newsletter nowadays that delivers the crucial info on when things are happening; or what I call the who, what, where, when, details!

But when I contemplate such a move, I also am well aware of how easy it is to push off starting an issue, ignoring what needs to happen meaning probably even worse procrastination and all that entails. . . that frantic last minute work to slap an issue together. Absolutely NOT the best way to put out a newsletter that's fun, easy to read, informative with interesting articles and photos. And no matter what, I may complain but I do not want to

compromise our 'standards' as applied to our club's newsletter. After all, it is about Porsches which are arguably (or not!) the best Marque in the world! So we try to be the best we can be, too.

I'm including a photo Ron Faust found and sent which is from BIR with David Grant's 917 displayed in front of the Quattro garage. The issue he reviewed this month featured a full 4 page article David wrote about how he ended up with this 917 and what it

actually is. I remember well the first time he brought it to the track from his home in Canada! Ron took this particular photo in July of 2008. Kind of fun, especially after being at RR VI so recently with so many iconic and historic race models.

On another note, be sure to mark your calendar for this year's holiday party. It's at one of my all-time favorite mansions and historical organizations. Lots of parking, easy to get to and a chance to dress

up! What more could I ask for.

See you at the next event!



From
the
Editor . . .

by Christie Boeder, '73 911



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2018 Calendar . . .Get Around with Nord Stern

NOVEMBER

- 6 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:30 p.m., Meeting 7 p.m.
Location: Davanni's in Eagan
1960 Cliff Rd, Eagan, MN

DECEMBER

- 4 Nord Stern Monthly Business Meetings (1st Tuesday)**
Time: Social 6:30 p.m., Meeting 7 p.m.
Location: TBA

JANUARY

- 12 Holiday Party and Annual Meeting/Awards!**
Save the Date - Details TBA
Location: American Swedish Institute
Complete with Holiday Decor in the Mansion!

2018

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.

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utepilsbrewing.com

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

MN CARS AND COFFEE - See Ad

2018

2019

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: American Swedish Institute
2600 Park Ave S.
Minneapolis, MN

Featuring: a Lemans Winning guest speaker
to be announced!

Stay Tuned, Mark your calendar - BE THERE


Attire: Business Dressy


It's not every year a club can celebrate 60 years of
ongoing volunteerism, events, activities, friendships,
drives, track skills, technical expertise, and just plain
old fun times!

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SATURDAY
JANUARY 12, 2019

NORD STERN CLUB OF AMERICA
60TH ANNIVERSARY

IT'S PARTY TIME!

American Swedish Institute, 2600 Park Ave. S. Mpls

Cocktails • Dinner • Music • Speaker

Cost and Details: TBA

Attire: Business Dressy

I came and went again this year, too fast. Two days of hopping in and out of a slew of vehicles, all at my beck and call. And all because, as your faithful scribe, I qualify to be a certified card-carrying member of the Rocky Mountain Automotive Press Association (RMAP.)

Each year, a number of manufacturers bring to town a variety of products. And we “automotive journalists” get to flog them up and down the foothills of the Rockies. For free. Unless you factor in the cost of membership in RMAP. Which can still be written off as a business expense. Such a deal.

Oh yeah. Pinch me. Some of the best two days of the year. Even though, through the six or seven years I’ve done it, Porsche has never participated.

No worries. There are always some delectable treats to savor. Let’s see. Yeah, an M5 BMW, a Kia Stinger, a Bullitt Mustang, a Subaru BRZ, a Mercedes E430 convertible, a Mazda Miata.

Is that it? Well, no. There was a VW Tiguan, a Subaru Ascent, a Jeep Wrangler Sahara, a Ram 1500 Longhorn Crew Cab, a Chrysler Pacifica Hybrid, a Nissan Titan Midnight Edition, a Nissan Rogue AWD. And more.

You know what’s coming? Here it is; is that it for cool cars?

I guess I shouldn’t be surprised. One of the great joys of an event like this is the interaction with a slew of like-minded pencil-pushing gear-heads. In this crowd, you feel perfectly normal. And they’re very knowledgeable.

I made my “where are the cool cars?” comment to a fellow scribe, and he said “glad you asked. I’ve been tracking it.”

Really! With that, he pulled out his smartphone and went to a site which recorded year-to-date truck/SUV/van sales vs cars in the US. Want to guess the percentage of this group through July this year? 68.3%.

He also tracks these stats by manufacturer. Care to wager on which company is producing the highest percentage of cars, as of midyear? Did I hear Porsche? Good guess, but wrong. It’s Hyundai Kia at 57%.

Welcome to the modern world. I guess I shouldn’t have been surprised. I mean, after all, Subaru is the unofficial car of the Rocky Mountain Region. The standing joke is a \$3,000 mountain bike riding on top of a beater \$800 Subaru Outback.

Nor was I surprised when I found myself behind the wheel of the Nissan Titan truck. The way these runs

work is everyone draws a ride out of the hat for the first leg out, and the first leg back, after lunch. Then we stop a pre-arranged spots every 20 minutes or so, and get into something else. So you get to hop in and out of a lot of . . . uh . . . vehicles. Yes, it’s nothing in-depth. If you’re like me, you want to get up and go. So there’s time to set the mirrors and seats, maybe find that favorite radio station . . . and you’re off.

I drew the Kia Stinger as my first ride. Loved it. An automatic, but it really pulled. I’d say it’s a bona fide 3-Series or A4 fighter.

But, at the first changeover spot, what was there? Nothing. Nothing but the Titan. In all its triple-black how-do-I-hoist-myself-in glory.

I have to say, for a huge vehicle, it did get up and go . . . and corner, although that’s a relative term. I did have a general idea of what was going on. But it was so . . . big.

The engineering tour de force? Easily the M5. An MSRP of around \$130K. 600 hp. Reminded me of a Bentley Continental I drove a few years ago. Here’s what it’s like. Don’t look at the speedo, because you won’t believe it. Literally everything on the road, be it a truck, SUV, van or car, is an obstacle to maneuver around. It doesn’t matter how fast they’re going. They’re in the way. All you want them to do is keep doing what they’re doing. So they don’t do anything to disturb your controlled pattern through and around them. The thing just flies. With no drama. And it wraps around you - you have no idea about the actual volume and heft of the vehicle. I felt the same thing only once before, at the wheel of a Panamera.

I can’t say the same thing about the Bullitt Mustang. But the snorting bruiser was fun, cue-ball shifter and all. Loved the dash. It’s a digital array of the following; a bar graph tachometer on top, a readout of what gear you’re in at the lower left and a speed read-out at the lower right. That’s it. What you need, right now, and no more.

Among the stick-shift cars, and there were only three, I actually enjoyed the ’19 Miata the most. Oh, it took a few stints to get the pedals/seat/wheel geometry just right. But, after that, driving was intuitive. And you definitely could feel the power injection for the new model year.

The most opulent? The Merc. Nothing even came close. The rep put down the top and pointed out the

Where Are The Cool Cars? . . .

by Danielle Badler

*courtesy Porsche Club Editor's
Facebook Page, October 2018*



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Forsche claims some thirty thousand race wins worldwide. I've heard that number over the years and it gets bigger each year, of course. Over close to seventy years, that's almost four hundred fifty a year. These wins include amateur club races, professional series wins, and once a year events like the Pikes Peak Hill Climb. None of them, however, comes without some preparation, and at the highest level, it takes extreme preparation.

The most recent chance to see Porsche racing at the pro level came last month at Road America, which hosted the IMSA WeatherTech Sportscar Championship race as part of their Continental Road Race Showcase. Phew, I hope I got the branding right. I had earmarked this event months ago for my yearly trip to RA, and signed on two friends to share the trip. They are both BMW guys and we took an Acura. "Celebrate Diversity" as the HR folks say.

There is plenty of diversity in the IMSA program, as they run three classes in the main race at most tracks, and you really have to pay attention to keep up with the action. Thankfully, RA has been constantly upgrading the facilities in the last decade, and I don't mean just the restrooms. I seem to have settled on Corner 1 lately for the big race, as I love to see the start and the speed into the corner. Also, the Jumbotron is very helpful for seeing what is actually going on all over the course. With three classes, there is lots happening! My main interest, of course, is the GTLM class, with its epic battles between Ford, Corvette, BMW, sometimes Ferrari, and PORSCHE. GT Daytona is good too, as many of the same brands are racing in somewhat lesser machinery. These two classes are out there with the Daytona Prototypes and LMP2 cars which are the fastest of the bunch and fighting for the overall win.

Porsche GT Racing in the United States is run under contract with Core Autosports of Rock Hill, North Carolina. Core has run this program since 2014, and the



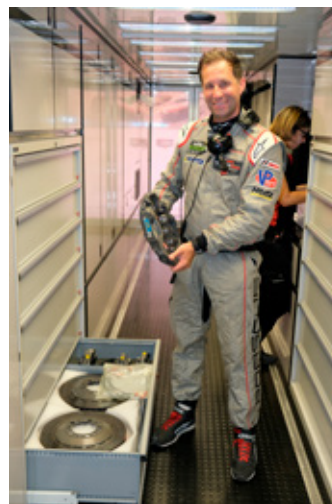
cars are presented strictly in specific Porsche graphics, in the GTLM class. It's the factory team, with all the support and upgrades coming from or shared with the racing department back in

Welcome to the Porsche GT paddock!

Weissach. Porsche Motorsport North America is also visible at the IMSA races, but they support the GTD cars only.

Our plan was to drive over Friday of race weekend, make a quick pass through the paddock, then spend Saturday and Sunday fully immersed both days in all the racing activity. We had an Air BnB unit lined up, and the car loaded with snacks and beverages for the five hour trip. One other bit of preparation, as I was the assumed leader of this group, was that I had made contact with a former colleague, now associated with Core Autosports. My hope was to connect with him and maybe get a glimpse of the Core operation. The inside line, you know?

I first met Phil Reinhard years ago while he worked in the service department of Westside VW, as a light duty tech. Like any ambitious young man, Phil was interested in acquiring skills and experiences to further his career. Having grown up in Bloomington, MN, he had a Porsche influence in his life, as his dad had an air-cooled 911 Cabriolet.



Parts available for your brake job

One distinct memory of that car was blasting over the newly completed Bloomington Ferry Bridge with his Pop at several times the posted speed limit, feeling the power and rush of speed. It tickled that little pleasure spot in the brain and he was hooked on the Porsche brand.

Looking for other opportunities, Phil left Minnesota and moved to California, landing at another VW dealership. That led to some exposure to the racing scene, and Phil landed with the ill-fated Farnbacher Loles IMSA GT team. I saw Phil in this context at the Petit Lemans race at Road Atlanta over ten years ago. There he was, wrenching on their current RSR, the guy I knew from Westside for oil changes and tire rotations. Quite a move! FL came to a messy demise, and Phil moved on, to a Ferrari team for a few years, and then to the aftermarket tuning

Continued on page 22

What Does It Take To Move Up a Notch??

by Jim Southwell

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

Started by Todd Smith, a pictorial 'challenge' to post a photo of the 'best' part of your garage and/or the 'worst' part of your garage. So your editor decided that this was entertaining enough to see that I'd like to run a series of the submissions – and the fun comments.

If any one who participated would prefer their submission NOT be included please email me directly at editor@nordstern.org

From Jim Miller (formerly of Minnesota, now a resident of that dry, hot, snowless state of Nevada!)

And if you can't garage it, park it where it will be safe:



From Dave Roberts: Along with the other cars, there are a few Porsche's sitting in the race shop. The 356, 964 and GT3RS are at home with the Cayenne GTS. I have decided that the appreciation in cars is coming from Porsche's (it takes awhile for me to recognize a trend) so the Ford GT is "leaving the building" and the garage will be housing a '67 911S Lightweight which is on its way (and which by now Dave does have and just championed it at the recent Rennsport Reunion VI held at Laguna Seca Raceway, a recap of which appears in this issue along with a few photos!).



Porsche Rennsport Reunion VI Honors History
With Record-Breaking 81,000 Fans: World's
largest Porsche festival thrills with almost 2,500
race and street cars

Atlanta, Georgia. Porsche passion fueled a record turnout of fans at Rennsport Reunion VI, the latest iteration of the world's largest Porsche festival. The family reunion of historic race cars, legendary drivers and engineers, and Porsche owners and enthusiasts packed WeatherTech Raceway Laguna Seca near Monterey, California, for four days, Sept. 27-30. Race champions and contenders from 70 years of Porsche motorsports roared around the track while around 2,500 vehicles from past and present were on display.

Official attendance was 81,550, according to raceway officials. It was the highest attendance at Laguna Seca in five years and easily broke the Rennsport Reunion V record of nearly 60,000 at the previous event in 2015, which was also held at Laguna Seca. Beyond the numbers, there was fascination for seven decades of stunning Porsche models – from the blistering-fast 919 Hybrid Evo to bright-red Porsche tractors from the brand's early days.

Rennsport Reunion VI is the culmination of this year's global celebrations of the 70th anniversary of the first Porsche sports car. The original 356 "No. 1" Roadster was on display at Rennsport and even took to the track, piloted by none other than Dr. Wolfgang Porsche, Chairman of the Supervisory Board of Porsche AG and son of Ferdinand "Ferry" Porsche, who built the first Porsche sports car.

"Every Porsche car has a soul, and Rennsport has its own soul thanks to the emotional response of enthusiasts who come from around the world," said Klaus Zellmer, President and CEO of Porsche Cars North America. "We are deeply grateful to the champion drivers and brilliant engineers behind more than 30,000 Porsche motorsports victories so far – who help us develop on the track what we bring to the street. Celebrating this heritage together with the extended Porsche family of fans made Rennsport Reunion VI the biggest and best yet, and the most thrilling."

Adding to the excitement of Rennsport was the world premiere of the Porsche 935 race car. Featuring a body reminiscent of the legendary Porsche 935/78, the 700-horsepower competition vehicle will be produced in a limited number of 77 units. Based on the street-legal 911 GT2 RS high-performance sports car, the

technology in the Porsche 935 is geared towards clubsport events on racetracks. Rennsport attendees were also treated to the U.S. premiere of the Porsche 911 Speedster Concept, based on the current 991 generation and offering a preview of a potential new equipment range from Porsche Exclusive Manufaktur.

Approximately 50 legendary drivers, 500 historic and customer cars, including 350 cars in competition, and the full Porsche Factory Team were in attendance, giving all Porsche enthusiasts a thrill for their senses. In addition, 1,600 Porsche cars were on display in the Porsche Club of America corral.

Rennsport started in 2001 as a way to honor the Porsche motorsports legacy. More than 125,000 people attended the first five installments of the largest gathering of Porsche cars and fans in the world. The theme of Rennsport Reunion VI was "Marque of Champions."

The festival also featured four days of autograph sessions, on-stage interviews, concerts, and various meet-and-greets around the Porsche Park in the Paddock with champion drivers, including Hurley Haywood, Derek Bell, and Jacky Ickx, and Factory drivers, including 919 Hybrid Evo driver Timo Bernhard.

More information can be found at <http://www.porscherennsportreunion.com/>

Social Media Hashtags: #PorscheRRVI #RRVI

AND . . . Comments from Nord Sterners WHO WHERE THERE! And there were many...

Nord Sterners,
RRVI was an incredible experience last weekend. Anything you could imagine being done to a Porsche was on display. The back parking lot had a line of GT3s, GT2s, and long noses as far as the eye could see (okay I am exaggerating a little bit), but the sheer volume of cars was over the top. The number of specialty builders continues the grow - whether you want a 959 (for a mere \$2.0MM) or an 80's 911 wide body with a TAG motor you can get it. Incredible financial times definitely deliver incredible cars.

In addition to the great cars sitting in the various parking lots at the venue, the racing was reasonably

ClubTalk

. . .Talk

Rennsport Reunion VI

*Courtesy Public Relations
Departments*



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

November 1994

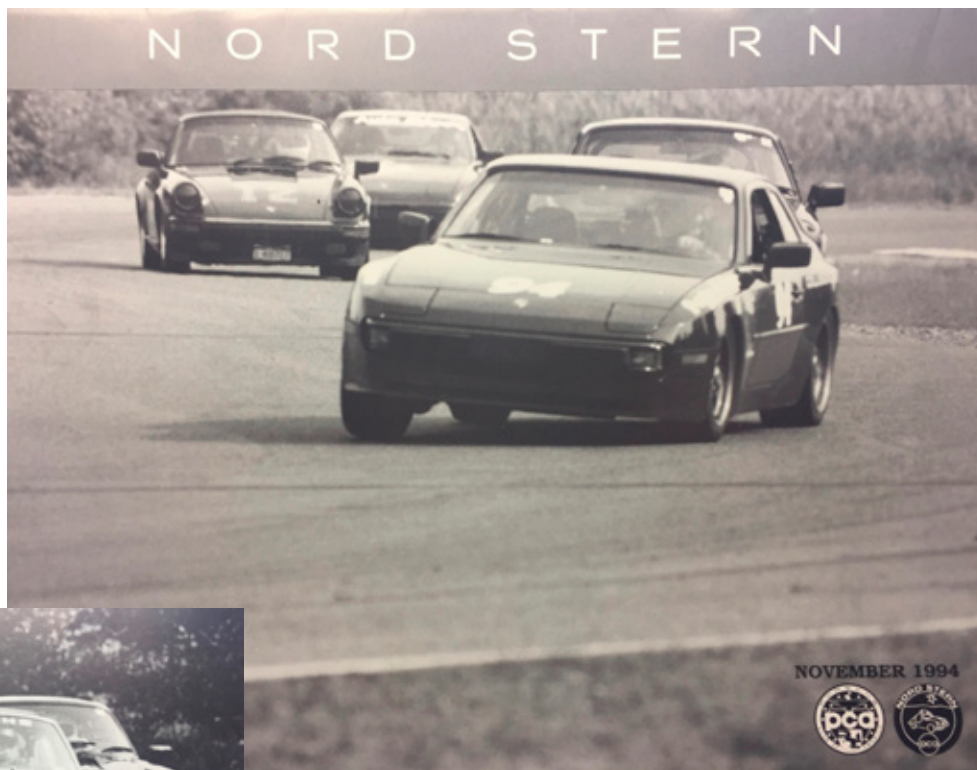
- **President Rick Sojkowski** comments that it rained or snowed at almost every outdoor event in 1994.
- **Editor Bobbi Miller credits Bob Teflow, Damian Kostron, and Phil Saari** with the many photos from the BIR Club Race.
- **Bill Siggelkow** reports on a S.E. Minnesota and Wisconsin Fall Color Tour. A 356, 911, 912, 914, and 944 led the twenty two cars in that order.
- Canadian **David Grant, P. Eng.** contributes a five page article on his “Thoughts On Returning From a Great Weekend . . .” David contributed to our BIR events as a professional corner worker for many years. He narrates his odyssey on towing his 917 from Canada to BIR for our Club Race. His 917 had been purchased with an engine and parts in the late 1970’s

after being used for a movie called “The Last Chase.” An Autoweek ad had simply listed “Can Am body” and David came with cash and a trailer. He had been collecting and fabricating needed parts for it for 15 years, assembling it for street and track use. One mention said he did score a 12 cylinder engine with it when purchased. Modified for street, he was driving it to work in 1993 but he trailered it to get to BIR in 1994.

- Grant also relates the story of the **Melanie Snow** 911 engine fire which he helped to put out. **Martin Snow** won the race with a best lap below 1:43, but Martin did stop FIRST to make sure Melanie was OK. That was surely one of

1:50.848, and 1:52.346 respectively. 21 started and finished in Group A, many of whom are still active in Nord Stern. 15 competed in Group B.

- At the October business meeting **Bruce Boeder** and **Susan Arndt** were announced as our newest instructors.
- The Marktplatz lists:
 - 1970 914 2.0 liter, orange with “thousands” of extra parts for \$4,650
 - 1976 911 S Targa for \$14,500
 - Fuchs wheels: 2-7x16 and 2-9x16 for \$600. Another ad lists four other Fuchs: 7x16, new in boxes for 1/2 off list price.



- Lotus 61 Vintage Formula Ford, said to turn low 2 min lap times for \$21,000
- 1986 Carrera, black on black for \$23,000
- 1984 928S, Rauchquartz Metallic over black \$13,000 OBO
- 914-6 complete rolling chassis made “ready for big motor” from Rick Moe for \$23,000
- 1986 944 Turbo, Zermatt silver/linen leather for \$13,000

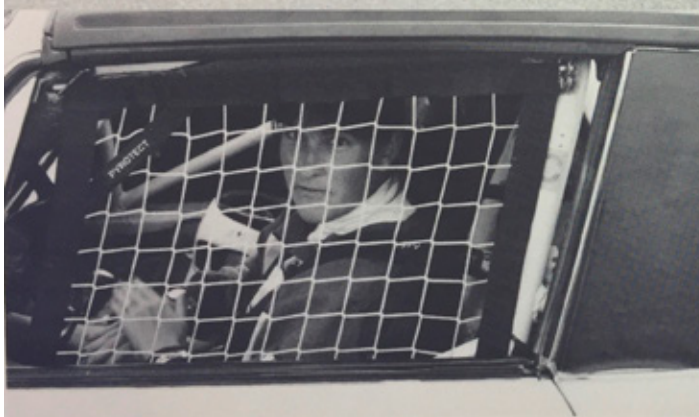


BIR’s most romantic moments ever . . . !

- 1994 race results list **Martin Snow, Steve Watson, and Robert Johnson** as winners with best lap times of 1:42.995,

- 1974 914/2 with \$16,000 invested, being sacrificed for \$5,000
- 1974 914/2 red/tan, restored for \$9,000

Left: Robin Boone in his '67 911S long nose is holding off one of the big guys



CLOCKWISE FROM TOP LEFT: JIM BRYANT IN 94; MARCUS GUSTAFSON; EVENTMASTER BRUCE BOEDER; SUSAN ARNDT



PIT STOP AT WHITEWATER STATE PARK. JOHN MAYER AND I WITH THE LEAD 356





NOVEMBER 1994

Lots of fun scans in this issue and the editor appreciates the job Ron does with capturing the look and feel of each of these past issues. Obviously a lot going on in 1994 with the early club race program along with some fun pics of social time - look close and there are a lot of familiar faces (albeit a lot younger!)

Below are some of the DE results which might be difficult to read because of needing to reduce the size of the scan, but again a lot of known names! Just so interesting to see what the fast times were in that day and age.



NORD STERN										PORSCHE CLUB OF AMERICA									
1994 CLUB RACE										BRANDARD INT. RACEWAY									
Sept. 24-25, 1994										3,000 Miles									
Starting time:										20 Starters 20 Finishers									
										Margin of victory: 4.003 Sec.									
GR	CP	Class	Car	Region	Driver	Car Desc.	Best Lap	Speed	Laps										
1	1	1	1	1	1	'92 Carrera	1:05.379	95.440	12										
2	1	1	1	1	1	'90 Carrera	1:05.564	95.432	12										
3	2	1	1	1	1	'86 944 T	1:07.723	91.740	12										
4	2	1	1	1	1	'85 RS America	1:09.319	90.513	12										
5	2	1	1	1	1	'87 Carrera	2:00.147	89.889	12										
6	1	1	1	1	1	'90 Carrera	2:00.220	89.825	12										
7	1	1	1	1	1	'86 Carrera	2:01.933	88.572	12										
8	5	1	1	1	1	'85 Carrera	2:05.928	87.547	12										
9	6	1	1	1	1	'80 911 SC	2:05.325	87.566	12										
10	1	1	1	1	1	'86 Carrera	2:06.804	85.129	12										
11	1	1	1	1	1	'85 Carrera	2:06.804	85.129	12										
12	1	1	1	1	1	'85 Carrera	2:06.220	85.560	12										
13	1	1	1	1	1	'86 Carrera	2:06.054	84.329	11										
14	7	1	1	1	1	'81 911 SC	2:08.014	84.384	11										
15	2	1	1	1	1	'85 Carrera	2:07.491	84.701	11										
16	2	1	1	1	1	'86 Carrera	2:08.189	84.250	11										
17	2	1	1	1	1	'85 Carrera	2:08.431	84.091	11										
18	4	1	1	1	1	'85 Carrera	2:05.147	83.425	11										
19	1	1	1	1	1	'81 Carrera	2:11.933	76.891	11										
20	2	1	1	1	1	'80 911 SC	2:08.613	83.971	4 NR										
21	2	1	1	1	1	'82 Carrera	2:04.749	88.460	2 NR										
DNS	1	1	1	1	1	'80 Carrera													
DNS	1	1	1	1	1	'89 Carrera													
DNS	1	1	1	1	1	'84 Carrera													
DNS	1	1	1	1	1	'84 Carrera													

Results: Group B

NORD STERN						Porsche Club of America				
1994 CLUB RACE						Brands Hatch, Kentucky				
Sept. 24-25, 1994						3,000 Miles				
Starting time:						15 Starters 15 Finishers				
						Margin of victory: 49.049 Sec.				
GR	CP	Class	Car	Region	Driver	Car Desc.	Best Lap	Speed	Laps	
1	1	1	1	1	Martin Snow <td>'92 911 T</td> <td>1:42.995</td> <td>104.859</td> <td>12</td>	'92 911 T	1:42.995	104.859	12	
2	1	1	1	1	Steve Watson <td>'86 911 Turbo</td> <td>1:56.848</td> <td>97.430</td> <td>12</td>	'86 911 Turbo	1:56.848	97.430	12	
3	1	1	1	1	Robert Johnson <td>'75 911 T</td> <td>1:52.346</td> <td>96.121</td> <td>12</td>	'75 911 T	1:52.346	96.121	12	
4	2	1	1	1	Randy Alexander <td>'86 Carrera</td> <td>1:52.632</td> <td>95.043</td> <td>12</td>	'86 Carrera	1:52.632	95.043	12	
5	3	1	1	1	Geoffrey Quintard	'82 Carrera	1:54.026	94.715	12	
6	4	1	1	1	Frank Jones <td>'80 Carrera</td> <td>1:56.850</td> <td>93.423</td> <td>11</td>	'80 Carrera	1:56.850	93.423	11	
7	1	1	1	1	Clance Flynn <td>'89 Carrera</td> <td>1:58.220</td> <td>91.255</td> <td>11</td>	'89 Carrera	1:58.220	91.255	11	
8	2	1	1	1	Daniel Davis <td>'86 Carrera</td> <td>2:00.209</td> <td>89.843</td> <td>11</td>	'86 Carrera	2:00.209	89.843	11	
9	1	1	1	1	Len Packard <td>'85 RS America</td> <td>1:59.471</td> <td>90.290</td> <td>11</td>	'85 RS America	1:59.471	90.290	11	
10	3	1	1	1	Gene D'Andrea <td>'86 Carrera</td> <td>2:04.787</td> <td>86.547</td> <td>10</td>	'86 Carrera	2:04.787	86.547	10	
11	1	1	1	1	McLerie Gregory <td>'81 Carrera</td> <td>1:52.927</td> <td>94.789</td> <td>10 NR</td>	'81 Carrera	1:52.927	94.789	10 NR	
12	1	1	1	1	Leo Langren <td>'75 911 S</td> <td>2:16.095</td> <td>79.256</td> <td>10</td>	'75 911 S	2:16.095	79.256	10	
13	2	1	1	1	Mark McCarroll Sr. <td>'75 911 T</td> <td>2:00.502</td> <td>89.624</td> <td>9 NR</td>	'75 911 T	2:00.502	89.624	9 NR	
14	5	1	1	1	Harlan Gotsdiner <td>'72 911</td> <td>1:54.108</td> <td>94.473</td> <td>9</td>	'72 911	1:54.108	94.473	9	
15	3	1	1	1	Rubin Boone <td>'67 911 S</td> <td>2:11.700</td> <td>81.830</td> <td>2 NR</td>	'67 911 S	2:11.700	81.830	2 NR	
DNS	1	1	1	1	Jeff Langren <td>'69 911 T</td> <td></td> <td></td> <td></td>	'69 911 T				
DNS	1	1	1	1	Leo Thelton <td>'89 944</td> <td></td> <td></td> <td></td>	'89 944				
DNS	1	1	1	1	Jeff Connel	'87 911				
DNS	1	1	1	1	Rick Price	'74 911 RSR				
DNS	1	1	1	1	Robert Bodin	'72 911 ST				
DNS	1	1	1	1	Rod Johnson	'87 Carrera				
DNS	1	1	1	1	Guy Gardner	See T				



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Where In The World Is Carmen San Diego (aka Dave)?

... Or, the Further Ad- ventures of Dave

July 6, 7, 8,
2018

by Dave Roberts

"... This was a call I least expected, so I sat in dumbfounded silence on the other end of the line. After a few seconds lapsed, my answer was an unequivocal yes..."

The 24 Hours of Le Mans Classic: Six months ago, my phone rang and it was my good friend George Calfo calling. He had been invited to drive the 1975 Le Mans winning Porsche 911 RSR at the Classic 24 Hours of Le Mans in July. His question was simple, would I be interested in co-driving with him and another mutual friend, Martin Lauber. This was a call I least expected, so I sat in dumbfounded silence on the other end of the line.

After a few seconds lapsed, my answer was an unequivocal yes.

Even though I have been racing in the U.S., Canada and Australia, going to France to participate in a FIA sanctioned event meant that I had to have a FIA driver's license. The only place to get one in the U.S. is the Sports Car Club of America. I reached out to the people at SCCA's National Headquarters in Topeka Kansas and once I got to the right person the laborious task of getting my license began. Even though I carry SVRA and HSR Super Licenses, which means I am licensed to drive Group 9 and 10 cars (open wheel Indy cars, F1 cars, 1980's Trans-Am and newer GT3 cars), I had to prepare a resume explaining where I had raced, what I had driven, plus my race results over the past three years. This information had to be attached to my application. As I pulled my race results together using "My Laps" and SVRA posted results, I realized I have done a lot of racing recently. Looking at old calendars and race results, I have participated in a number of events over the past few years. In the west, I raced or attended driver schools at Laguna Seca, Sonoma, Spring Mountain, Firebird and Coronado. Through the Midwest, the tracks I have been on include Road America, Mid-Ohio, Indianapolis (both IMS and Putnam Park), Brainerd, Hallett (Tulsa), Topeka, Put-in-Bay and Mid-America (Omaha). In the northeast, I raced at Watkins Glen and Lime Rock. Down the eastern seaboard the tracks of Virginia International Raceway, Charlotte Motor Speedway, Carolina Motorsports Park, Savannah's Hutchison Island and Roebling Road, Daytona, Sebring and the airport course at Amelia Island are familiar territory. In the southeast, I have spent time on the tracks at Road Atlanta, Barber, NOLA and the Indy Car street course at Tampa. In North America I have raced in Canada at MoSport and a number of times on the off-road courses of Baja. Throw in



two trips to Bathurst, Australia to race with the Touring Car Masters in my Camaro and a trip to Goodwood, England with my Indy Car, I have been living the dream. I sent my resume to the SCCA and they had a

Regional Representative in New York review it. Within two days, I had my FIA license on his recommendation.

With my FIA license in hand, I had to make sure my race gear was FIA approved. My driver's uniforms were all

FIA certified but my helmet was not. I

have been using a Stilo Carbon Fiber helmet for the last five years which is Snell approved, but does not meet FIA specifications. After looking at a number of helmet options, I decided to get a new Stilo FIA approved version of my existing helmet. One of the features of the new helmet is that it comes equipped with an air bag in the crown. The air bag is used to remove the helmet if the user is in an accident involving a potential head, neck or back injury. In that case, an air pump is used to extract the helmet without moving the occupant's neck which could exacerbate the injury.

With FIA approved gear and a brand-new shiny FIA license in hand, I was ready to go. While I didn't count the days until I departed for France I was acutely aware of the days remaining before I was to leave. As mentioned earlier, my Le Mans teammates were to be George Calfo and Martin Lauber. I have raced with and against George at many venues across the US and Canada. George is a die-hard Porsche fan who owns a number of very historically significant 356, 911 and 914 race cars. Martin is a Porsche and Alfa fan, but he also owns other race cars as well. I have competed against Martin, primarily at the Monterey Reunion, where he races an Alfa in the same group that includes my 1956 Corvette. He drives the wheels off the lightweight, small-bore Alfa and we have had some fun battles at Laguna Seca. Martin also has the distinction of owning the first "Porsche 911 Re-imagined by Singer." But owning Porsches hasn't caused him to become a rear engine air-cooled bigot as he also owns a 944 Cup car plus a variety of other Porsches. A man after my own heart. We try, but we can't get George to acknowledge that a 944 has a Porsche badge on the hood. Like most air-cooled aficionado's, he considers 944's an Audi. And that's if he even acknowledges they exist at all. The three chinks in that rear-engine air-cooled armor is that on a few occasions he has owned a mid-engine 914, he loves driving my GT4 Clubsport and he has raced my 944 Turbo Cup Club

Continued on page 23

Forsche is probably the most criticized success story in the world! Let me explain why I say that .

In 1948 Ferdinand Porsche introduced the first production sportscar, with his name as the brand: The Porsche 356. Designed by his Son Ferry, it was not an overnight sensation. It took Porsche 2 years to manufacture and sell 50 cars, but by the early 50s the 356 had gained a following, especially by enthusiasts on both sides of the Atlantic because of it's design, build quality and aerodynamics.

The 356 evolved and got refined throughout the years. It was offered in different iterations:

356A, 356B, 356C with aircooled, flat4 motors ranging from 1,100 cc to 2,000

cc, initially borrowed from the VW Beetle, mounted behind the rear axle (except for the prototype, No. 1, which had a midengine layout). Speedsters, Coupes and Cabriolets all sported the 356 designation.

Even with all the success, in 1963 Porsche announced that it would phase out the 356 and replace it with the 901. Only 82 cars were badged as 901s because of a trademark dispute with Peugeot, and the 901 became the 911.

Porsche marketed the 911 as a larger, more practical version of the 356. It also had a pair of rear seats.



Critics were quick to pounce on its lack of focus.

The 911 continued with the engine

behind the rear axle, but instead of the flat4 engine, Porsche opted to install a more powerful flat6 in the new platform.

This added almost 50% more cost to the car which made the acceptance of the 911 somewhat slow at first.



This drastic price increase drew quite a bit of criticism.

Concerned that the increase in price of the 911 with the 6 cylinder engine would substantially hurt sales, Porsche introduced an entry level 4 cylinder



model dubbed the 912 immediately after the end of production of the 356 (in 1965). Initially, the 912 outsold the 911, boosting total production until the 911 gained its assured success.

The 912 was shortlived because of the

911's success and in 1969 Porsche announced that the new entrylevel model would be the 914 which had been designed collaboratively between VW and Porsche.

This new platform had been originally intended to be sold as a VW (replacing the Karmann Ghia) with a flat4, and as a Porsche (entry level) with a flat6. The 914 was a midengined, targatopped, twoseater

When the 914 hit the market it was not considered a (real) Porsche by most enthusiasts!

Because of an internal feud between VW and Porsche, after the death of VW's CEO (Heinz Nordhoff in April, 1968) and the appointment of the new one (Kurt Lotz, which was not part of the Porsche clan) VW refused to share with Porsche it's tooling for the 914 and the price of the 914 ended up being just slightly less than the 911. The 914 sold quite poorly, while the less expensive 914 became Porsche's best seller during its model run outselling the 911 by a very wide margin with almost 120,000 units worldwide.



In 1976 the Porsche 924 replaced the 914 as the company's

entrylevel model. It had been a joint project between VW and Porsche. In production terms, it was the first Porsche model powered by a nonflat, water-cooled, frontmounted engine, with an automatic transmission as an option!

Needless to say, diehard Porsche fans felt betrayed!

The 924 platform which had a 2.0L and then a 2.5L inline 4 was developed into the 944 with 2.5L, 2.7L, 3.0L and 2.5L turbo power plants successively.

Eventually this platform turned into the 968.

In 1993 at the Detroit Auto Show, Porsche unveiled the Boxster Prototype. It got a very favorable response and in 1996 they announced that the Boxster would go into production as a new entry-

Criticized Success! . . .

by Pedro Bonilla

courtesy pedrosgarage.com

Continued on page 31

What does it take . . .

continued from page 13

company APR, in Georgia. Several long-distance moves, making contacts, building his resume all along the way. The work at APR was enjoyable and he felt at home, but another opportunity presented itself.

Porsche had normally supported one “factory” GT team with drivers and development help here in the US, while also supplying other customer teams with the same RSRs. Alex Job Racing was the chosen one in the early 2000s, and Flying Lizard Motorsports took over after that. Core took over for the 2014 season onward, and the team came to be identified simply as the Porsche GT Team. This outfit contacted Phil and he again made the jump to North Carolina and a new home base. Back in the racing game, with the regular travel, long days, chasing success personally and for the team. Now five years with the team, Phil is currently overall Crew Chief for both entries, the 911 and 912 GT3 RSRs of the Porsche GT Team!

We made our way through the Road America paddock, checking out the setups for our favorite teams and taking in the sights. My friends, JB and Kevin, were mostly interested in the BMW contenders, so we soon found the BMW Team RLL and their two works entries. Front engined twin turbos, new 8-Series bodywork, and fielded by the team that took second place last season in Manufacturer, Team, and Driver’s championships, these were pretty impressive, but I want to see the Porsches!

We found the P GT paddock slot, asked for Phil, who soon appeared, and invited us back

Run a few laps, then try setup changes



Bodywork at the ready

Saturday right after qualifying, for a little look-see. Busy setup and practice day, we kept moving and made it to our BnB and made plans for the evening. Really pretty quiet in EL Friday night, Siebken’s beckoned and there we were.

Saturday morning it was right to the track and breakfast at Corner 5, get started on the day’s energy intake. We made our way around, seeing and visiting about, and shopped the spendiferous Paddock Shop. JB met and chatted up David Hobbs, and David seemed to enjoy JB’s remark about Hobbo being the fastest guy in Vero Beach. After Qualy, where the two PGT cars sat fourth and eighth, we made our way back to the team’s paddock, and waited about fifteen minutes after they returned. The team obviously busy, we resigned ourselves to our chances for Sunday and kept moving corner to corner to take it all in. Corner 5, the hilltop between 6 and 7, Canada Corner, lots of great vantage points.

Sunday, another great weather day, a bit cloudier, we lined up for the grid walk, something I love about IMSA. Line the cars and teams up on the grid, open the gates to the unwashed and let it happen. A great chance to get some photos and meet the fave team. Our group had agreed to meet at the car if we got split up, which of course happened. Here I encountered Phil relaxing on the wall, geared up in a firesuit, radio and sunglasses, ready to go.

With about forty-five minutes before the ‘clear the grid’ order, he took me back for a

quick tour through the team’s paddock.

Their space is defined by a transporter trailer on each side, with a high traction flooring surface and toolboxes and workbenches at the rear. The cars are normally right there in sight with good opportunities to engage crew members and get a few photos. A third trailer serves as a component rebuilding space. We entered one of the trailers, which is filled with parts large and small. Everything is in drawers or binnacles inside bigger cabinets. What do you need? Calipers, suspension pieces, all the hardware you can ask for. Drawers full of different springs, brake parts, spacers. Most bolts are either ten or fourteen millimeters diameter, hex head, with a few Torx fasteners. Fewer tools, faster results.

They have kits ready for significant repairs: picture a plastic bin with control arms, wheel hub, caliper and pads, with the hand tools needed to affect the repair, to completely fix front corner damage. Lots of large components, such as a full carbon undertray. Behind the pit wall, they have a rack with two fenders, two doors, an undertray, and a front bumper for each car.

A second trailer serves as the nerve center of the race effort, with a counter and stools for engineers during the race, and a secured space for the team meeting before the race. There are usually eight to ten Porsche engineers embedded with the team throughout the season. They have full telemetry communication for the engineers to study.

Continued on page 29

Where in the World . . .

continued from page 20

Sport. Someday, we may get him to at least acknowledge that there is dark side of the Porsche lineage, but I am afraid that it will take a long time.

The time came to travel to Le Mans. I flew from Charlotte, George from Atlanta and Martin from San Francisco, all arriving in Paris on July 4th. George and I arrived within an hour of each other but Martin's arrival was scheduled for six hours later. George and I met at the Avis counter in the Charles De Gaulle airport to pick up my rental car for our drive to Le Mans. With our bags loaded in the Avis Mercedes E-Class sedan, we set off on which should have been a 3-hour drive to France's version of racing Mecca, but that was before we considered that we had to drive directly through Paris at rush hour. Once we fought our way through the traffic, which is as bad as any city I have seen, Siri kept us on the straight and narrow to Le Mans. She was the savior of our trip as all of the street signs obviously are in French and neither of us speak nor read the language. Siri's phonics pronunciation of all things French was nothing short of hilarious, but at the same time extremely helpful. As we neared Le Mans, we saw a number of car transporters on the highway so we knew we were headed in the right direction. After a four-hour drive, with much of that time taken up by the Paris traffic, we arrived at the IBIS Hotel in Le Mans, our home for the evening. After checking into the hotel, we walked to city center, found a quaint French Bakery and had lunch. Following lunch, we walked around City Center and found a number of very interesting art pieces bolted to the wrought iron fence surrounding city hall. Perhaps there had been a contest in June celebrating the 24 Hours of Le Mans contested by local artists, because bolted to the fence were some outstanding paintings on commemorating the 2018 race. Had I been a judge, I would have selected the painting with the flag man waving the checkered flag ending the race.

After walking around City Center for an hour or so, we decided to go back to the hotel and take a nap while we waited for Martin to arrive. Nearly seven hours after we arrived, Martin turned up in Le Mans. His plane



arrived slightly more than five hours after we did so he took the train to Le Mans. The train was on a milk run, stopping at every small village along the way. Once Martin got checked in and dropped his bags in his room, it was time for dinner. What else do you do in France but find a restaurant in the center of town that has outside seating and enjoy dinner? We had a small meal and after dinner we went directly to bed. The smart thing would have been to stay up until 11 to acclimate to French time, but we were too tired after traveling all day, so we decided to take our chances of waking up in the middle of the night and went to bed early. We wanted to leave for the track early morning even though there was no reason to be there early other than we were racing at one of the world's most famous race courses.

On Thursday morning, we loaded our luggage into the Mercedes and headed to the Circuit de la Sarthe. As we were looking for an entry gate, George and Martin pointed out that we were driving down the Mulsanne

Straight. In fact, we were at the location where an early scene in the movie Le Mans was filmed. The location was where Michael Delaney, aka Steve McQueen, had stopped to reflect on a crash involving Delaney and Senor Belgetti, his nemesis, in the previous year's race. In the collision, Belgetti lost his life. Thankfully, the movie was fictitious.

Traffic was heavy and we had to locate the RSR in a paddock packed with 500 race cars to get our registration forms. We arrived at one gate and tried to talk our way into the paddock using our best French. It didn't work. We then sought out another entrance and again were rebuffed. Finally, on our third try we were able to explain that we needed to gain access to get our credentials so we could enter legally. I guess we were convincing because the sentry let us pass. Once in the gate, we were driving along a fenced grass field that was the race car truck hauler parking lot. Within a very short period of time, we saw the Porsche that would be our car for the weekend. I parked on the side of the roadway outside of the fence, Martin got out and called to the team servicing the RSR. They came to the fence with our credentials. Finally, we had the required paperwork needed to register.

To be continued . . .!

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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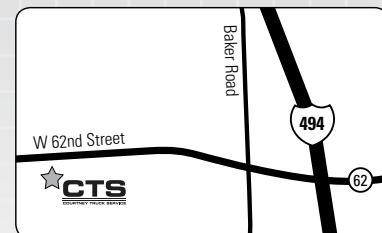
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Sunday, November 11, 2018

2 p.m. performance of: *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)

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.
Call Mauren Kvam directly at: 952.474.0861

Novice Porsche POV

Mpls and Porsche St. Paul Track Day at BIR

September
28, 2018

*by Geneva Sorum,
2018 Macan S*

I'm new to the Nord Stern Porsche club, and recently received an email invitation titled "Join Us On the Track" from Porsche of Minneapolis. How lucky to get another chance to drive Porsche vehicles at BIR, just six months after buying my very first Porsche! My 2018 Macan S and I had been at BIR for the Nord Stern Spring Fling Driver Training course in May - my very first time on a road course track. This time, Porsche North America brought a selection of seven new cars to drive and also provided an opportunity to drive my own car on the track. All at no cost.

Porsche test drives at the dealership are hardly an adventure. There are very few (safe) options for putting a Porsche through it paces, especially when you've never driven one before. You have to use your imagination and make a lot of assumptions. And hope for no obstacles, like other vehicles, the authorities, etc. The ability to experience the performance of Porsche vehicles on the racetrack, instead of busy freeways and crowded side streets, was positively irresistible.

Lucky for me another mom friend of mine, Alissa, wanted to drive her new 2018 Porsche Panamera at BIR too. It isn't easy for moms of high school seniors to get away, even for a day. We were thrilled to keep that day clear on our schedules. But we really had few details about what would actually happen. Other drivers might be curious too if they haven't taken that opportunity with the club.

After we arrived and enjoyed a catered gourmet lunch, the participants were split into two groups and each handed a helmet. This was a lead-follow track driving experience, where an experienced instructor in the lead vehicle had a radio to share information and advice about each turn. He talked to the group through a radio placed in the driver's side door. It was actually quite effective for my friend who hadn't been on a track before and a good refresher for me too.

Our group drove the non-sports cars first. This is the group of cars we were somewhat familiar with driving. First I took the drivers seat of the 2019

Cayenne V6 at the head of the line, and Alissa sat in the passenger seat. We drove two laps on the "Competition Road Course", a 2.5 mile stretch of curves and very few straights at BIR. After two laps, we switched sides and got into the next car in line, a 2018 Macan GTS. Then we switched again for the 2018 Panamera 4 x 2. Then we started at the beginning again, alternating driver and passenger positions, so that each person could be both a driver and a passenger for each vehicle provided by Porsche NA. Then our group got its chance at the awesome sports cars.

My first experience on the BIR track at Spring Fling in May was quite useful in calming my nerves as a passenger with my friend at the wheel on the second car. At first I didn't know what level of driving skills Alissa had, although she drove a Porsche in Europe on the Autobahn for a few years. She didn't hesitate

at all to drive as fast as the group would allow. Knowing a little about what these cars can do helped me to stay calm. I reminded myself that I have a proper helmet on, and these Porsches are impressively engineered vehicles with lots of safety features - don't scream and scare anyone.

Alissa was a natural on the track and she really looks forward to the next High Speed Driver School course offered by Nord Stern Porsche Club, when her hectic schedule allows.

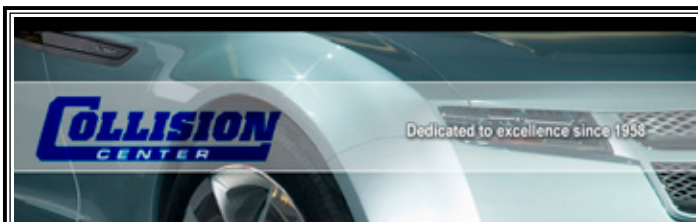
We became more confident on each turn, and by the time we were driving the sports cars, we were each easily going over 110mph. And there were a lot of yells and laughs too. It was truly exhilarating fun driving those vehicles!

I'm really grateful it wasn't our cars that with screeching tires and slammed brakes. It's amazing how long tires can be screeched around some of the turns! For example, turn 8, called the "Clover Leaf", is a 300-degree corner that just keeps turning. We managed to squeal those tires for the entire length in a few cars. And yes, we could smell the hot brakes and rubber when our turn was over.

After we were done driving all of the Porsche cars, we agreed the sports cars were the most fun on the track. We decided we needed a 911 Carrera 4S Cabriolet in



Continued on page 28



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Out and About with Nord Stern . . . Waves from the Dragon!

photo by Merrill Aldrich



Novice . . .

continued from page 26

our own garages. Alissa texted her family announcing she has a new hobby and it will be an expensive one.

At last we were allowed to drive our own vehicles on the course. There was no instructor guidance needed now, we just followed the lead car driven by an instructor. While it was fun too, we had more fun with the other cars and pulled off rather soon.

Porsche North America and Porsche of Minneapolis and Porsche of St. Paul were great hosts, providing amazing new Porsche cars to test drive, gourmet food, organized processes, and excellent instructors. We are both very grateful for the invitation to this driving event.

Porsche Cars North America brought the following vehicles:

- 2018 911 Carrera GTS
- 2018 Cayman GTS



It WAS a beautiful day for a drive . . . photo by Chao Thao

- 2018 Panamera Turbo Sport Turismo
- 2018 911 Carrera 4S Cabriolet
- 2018 Macan GTS
- 2019 Cayenne V6
- 2018 Panamera 4 x2

Even if you've never driven on a track, the experience is invaluable for improving driving skills. Brainerd International Raceway Competition Road Course is a fine

place to drive. And it's simply great fun - if you ever get a chance to go drive a Porsche at Brainerd, Go!

BIR Competition Course description:

<https://www.brainerdraceway.com/facilities/road-courses/>



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Photo by Peter Lapinski

What does it take . . .

continued from page 22

Back in the pit, we find the control tower with six spaces, monitors, earphones, et al, is right behind the service spot. Plenty of tools, tires, water and energy drinks are available. An IMSA pitstop allows four crew members over the wall for fueling, repairs, tire changes, driver change, and all duties can be performed simultaneously. These are not the 2.4 second pitstops you see on ESPN2. Fueling is done using a standardized rig,



which can monitor flow to a prescribed limit. IMSA monitors this metric and can fine an offending team. A five hundred PSI air gun helps with the center lock wheels on pitstops.

The cars themselves are well into their second season in their current layout. The engine is now ahead of the rear axle for much better weight distribution, with a previously unheard of 49.2% on the front axle. The biggest improvement was in rear downforce,

as this design allowed for a maximized undertray and diffuser to good effect. It still looks like a 911!

The new engine placement makes it more easily serviceable, as most of the body panels are removed via some latches and fasteners. It is claimed to be more accessible than the old rear-engine design. Still, you don't see much as the windows are all blacked out panels, and a camera system covers the rear view. Engine life is typically fifty hours between rebuilds. Not bad for an engine that typically sings at 8,500-9,000 rpm. And what a song, versus the big bore Corvettes, the non-turbo six screams.

The car is built to be underweight and then machined tungsten weight plates are added to balance handling. The right weight helps with tire degradation. Jabroc panels are affixed under the front splitter corners to protect the carbon fiber and maintain the aerodynamic efficiency.

Some of the development work is done here in the US, and some in Europe. Everything is coordinated through Stuttgart. The object is to keep all the cars on the same spec. The Manthey team, and teams from the ELMS are all on the same page for development.

At Road America, the 911 and 912 cars are present, with the usual drivers. Phil was typically associated with the 912 car before moving up. The 912 is driven by Laurens



Vanthoor and Earl Bamber. 911 has Nick Tandy and Patrick Pilet at the wheel. Other drivers are added for endurance races. Vanthoor has the distinction of having driven the 912 in all its races so far. This car has been sold to a private collection, leaving after the season. Chassis number two, it is the most raced of the current RSRs.

Phil gave me at least twenty-five minutes before an action packed race that he was vitally responsible for, thanks very much! I left impressed with the level of prep and the competitive forces that make it necessary.

We watched the race from Corner 1 which was just brilliant for the start and any restart laps, and we caught the action from the Kink down to Corner 12 on the jumbotron, and there was plenty of it! Minnesota's own JDC Miller Motorsport team had the pole with their Oreca LMP2 car, the second car a bit back. In GTLM, the Porsche GT Team ran well, with first the 912 car in good position, then the 911 coming to the front, where it stayed for quite a few laps. Towards the end, the ever-present Ford GT of Ryan Briscoe and Richard Westbrook regained the lead and won the class. The 912 came fourth and the 911 fifth. Right behind them, the Wright Motorsports GT3 R won the GTD class in dominating style with Patrick Long and Christina Nielsen sharing the driving. Overall, the race was won by an LMP2 car from Core, second was the JDC Gainsco car.

The schedule next had the series in Virginia at VIR for a GT Only event, and the Porsches finished fifth and eighth. At Laguna Seca, the day this is written, they did sixth and eighth.

That puts them third in the manufacturer's championship, with only Petit LeMans and



Continued on page 38

Success! . . .

continued from page 21

level model, the 986. The company went back to its roots by offering a ragtop, mid-engined, twoseater, flat6 but the die hard fans of the 911 (by now designated as the 993) were quick to point out that this could not be a “real” Porsche since it was watercooled!



Eventually the 986 Boxster turned out to be the car that physically saved Porsche from financial collapse. The 986 evolved into the 987 then into the 981 and now into the 718 and also spawned the Cayman which appeared in 2006.



But the criticism of the company didn't stop there.

In 2002 (2003 in the US) Porsche became a truck (SUV) manufacturer [big collective GASP!] with the introduction of the Cayenne.



Porsche no longer would be exclusively a sports car manufacturer as it had been since inception and for the previous 54 years. Then in 2009 Porsche announced the 970, a luxury, full-sized, 4-door, front-engined (V6 or

V8, or hybrid), 4,000 lb sedan known as the Panamera.

What is this world coming to?

Real Porsche cars should only have 2 doors!

In 2013 Porsche expanded its model line with yet another SUV. This time with a smaller but turbo-charged Macan . . . but

the latest one is the “ultimate betrayal” to its diehard fans: Porsche sports cars will no longer have a flat6, normally aspirated engine, as God intended!

It was recently announced that all Boxsters, Caymans and eventually



Cayennes will be exclusively powered by four cylinder turbos.

As you have read in the article, Porsche has been very criticized throughout its history. But coldly analyzing those criticized

decisions as a Monday morning quarterback, they have been spot on!

- The 911, criticized for its lack of focus, became the most iconic car in history
- The 914 is today a highly sought after model of a “pure sports car”
- The 924/944/968 platforms are lovingly restored, driven and raced worldwide
- The Boxster became the car that saved Porsche, now 20 years in production
- The Cayenne was Porsche's bestseller until last year
- The Panamera has been another Porsche success story
- The Macan now became Porsche's best selling model

The jury is still out on killing the flat6*

(*) This is my attempt at sarcasm ... maybe That one really hurt. What were they thinking? ;)

Happy Porsche'ing, Pedro



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Cool Cars . . .

continued from page 11

car's built-in "air cap." What looks like a miniature spoiler pops up on the top of the windshield. And a typical wind deflector pops up on the rear deck.

It works, especially when coupled to the ventilated seats on a hot day. Or cold. Although I couldn't sample the heated air that can come out of the headrest on chilly days. It's called a neck warmer.

And, oh yeah, I did have the seat massage on. Take me to the club, James!

Another surprise was the new Nissan Leaf. I drove the last model on the track a few years ago. When I came into the pits, the rep asked me what I thought. I said the car can't handle. It shouldn't have been there. But this one . . . it feels like a real car. A real electric car. With Tesla-like oomph off the line. Range is still only around 150 miles. But, if that works for you and your daily commute, the vehicle should work for you too. Especially after factoring in government rebates.

Is this work? If so, it's the best kind. Although I wonder how much longer it can go on. I guess I'll just have to renew my membership and see what shows up next year.

Out and About with Nord Stern . . .

photos by Brandon Olson

Colder weather absolutely did not deter the faithful out at MNCars & Coffee, Brandon's son Cason obviously enjoys heading out with dad to see all the cool cars! Your editor loves these family shots and would love to see more submissions to include in the newsletter.

Feel free just to email them directly as attachments and I'll find room in upcoming issues of the newsletter.

While it may be true that the general average age of our members probably don't have young children in their households, I know there are grandchildren out there and sharing a passion for automobiles and for Porsches in particular is a definite 'requirement' and what better way to showcase your car and family is with pics published in Nord Stern!



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2009 911S Cab

Midnight blue Sand beige, 997.2 direct inj PDK sport Chrono with 44k miles. Brian, 507-251-0975. Or e-mail at Oneillblo@aol

10 spoke Porsche wheels

In very good condition, left over from a 2015 9114S with Michelin Pilot Alpine's in good condition. Front 245/35R20 and Rear 295/30R20. Feel free to contact me for more information and pictures, skip7.dt@gmail.com

2009 Porsche 911 4S Cabriolet



33,000 miles. Excellent condition. PDK, 385 HP, Ruby Red Metallic (Launch Color), Tan Full Leather Interior, PASM, PCM, Sport Chrono, Bose sound, heated and cooled seats, Bluetooth, Navigation, Wind Blocker, two car covers. All maintenance current and performed by authorized Porsche dealers. All books

and records. \$59,900.

986 Boxster Hardtop

Black. Excellent condition. \$1,300 or best offer. Tony 952-913-7140 astamson@gmail.com

2016 Porsche Cayman GT4

2690 miles. Leather interior, fire extinguisher, Carbon Seats, Sport Chrono and Track Precision app, Porsche Car Cover. Excellent condition. I purchased it new from local dealer with 56 miles on it. GT Silver. Asking \$94,000. Please e-mail Brent at brent0110@rocketmail.com if interested.

1991 C2 Cabrio



42,500 mi, limited edition Amethyst paint. Professionally maintained and lightly driven. A true joy to drive and admire. Chanhassen, MN. Mark, mspmadz@me.com

1984 Porsche 944 Coupe

\$15,500. Black exterior, tan leather interior. Rare: only 42K miles Stored all winters. Maintained by Autoedge. Good shape, runs great. Driven only 12K miles in last 18 years. Bill, Cell 612.889.1732, or bclancy@silgancontainers.com.

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1999 Porsche 911 (996)

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Track Wheels for 944

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Silver 2008 Cayman S

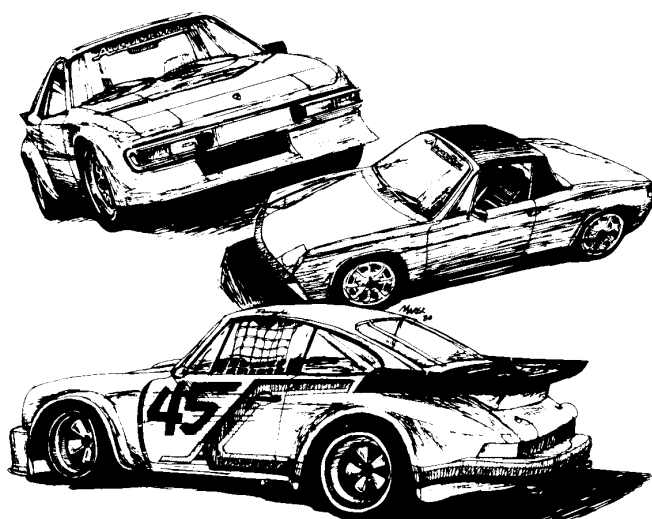
Prepared for Club Racing H Class or use in DE. Built and serviced by Auto Edge. Purchased used in June of 2009 with 8,537 original miles. Currently has less than 15,000 miles. Auto Edge converted it to a Class H club race car in July of 2009. Full build sheet available. Comes with 2 sets of track wheels and most of the original stock parts. Asking \$46,000. Contact Scott Anderst at 651.261.0831 or email: scott.anderst@gmail.com

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



It Was Time for a Fall Drive!

photos by Chao Thao

Photos capturing the excitement of what fall seasons have to offer: Going on beautiful fall cruises, seeing the scenic view, and of course all the amazing roads to explore!





Club Racing at Laguna Seca in The Cork Screw. . . RR VI

photos by Phil Kittock

Four Nord Members got into this year's club race group at RR VI! Representing the club were Bruce Boeder in his '73 911 RS (GT5) with the #3 Rondell, Rick Polk in his '73 977 (GT2) 'Cow Car' #300, Dan Martinson's '78 911 Euro SC (E) #78 'Gear Tie' and Duane Crandell 82 911 Euro SC (E) #025.



Rennsport

Continued from page 15

competitive. It was definitely fun to see the older vintage cars mixing it up. I spent time watching the climb up to the Cork Screw and down the CS, as well as many other great vantage points on the track. The track is great, but the elevation changes make it awesome.

If you did not go this year put it on the list for the future. You won't regret it.

– John VeLure

Even the attendee parking lots were packed with P cars as far as the eye can see.... limited by the fog Thursday morning!!

Then there was the 959 tent with a dozen or so 959's. Total overload, in a good way. Find a way to attend. As my son said "this ruins car shows." (photos bottom right)

– Mark Kittock

Photos Above:

911's as far as the eye can see. This was the group that was supporting my car (the '67 911 S) and 14 others this past weekend.

The spyders, 959 and others are from the collection of the Chairman of the NYSE.

– Dave Roberts

Club Talk

2018 Fall Color Tour Kudos!

I wanted to thank **Jim and Cid Holton** and all the great club volunteers that made the 2018 Fall Color Tour such a wonderful time!

Susan and I had fun talking to everyone, enjoying the drives, enjoying the cars, and enjoying the views from our room at the Pier B Hotel.

We couldn't believe how many large ore freighters slid right past our window heading to the lift bridge.

Let me share the funniest part of the trip for me:

As result of a 20 year good-hearted prank feud, I walked out Sunday morning to my 911TT and someone had gently wrapped my front and rear windshield wipers in toilet paper.

A new member of the club came over and asked, "what benefit is there to wrapping your wipers in TP"? I explained the pranks, but I wish I would have thought quickly enough to explain the toilet paper works like F1 tire warmers and makes the wipers have better contact with the glass when cold.

Thanks again Jim, Cid, and all your helpers for such a great time.

– Keith and Susan Jones

Porsche Dealership Info

Kudos to **Bill Reynolds**, formerly the service manager at Porsche of Mpls has joined PCNA as a zone rep!

Matt Lawson has assumed Bill's position as well as Parts Manager. Congrats Matt!

– Courtesy Ed Vazquez



Please reset your odometer when we leave the park! Mileage markers are approximate.

Miles Map # Directions

0.0 1 Depart Essex Park

0.1 Turn LEFT onto CR 133 (West River Road NW)

3.1 4 Turn LEFT (West) onto CR 14 (75th Street NW)

4.5 5 Turn RIGHT (North) onto CR 112 (18th Ave NW)

7.1 6 Turn LEFT to stay on CR 112 (100th St NW)

8.7 Turn RIGHT (North) on CR 18 (Minnesota Ave S)

10.5 8 Turn RIGHT (East) on CR 12 (5th St NE)

11.8 9 Turn LEFT (North) onto CR 27 (Power Dam Rd NW)

17.7 12 Turn LEFT (North-West) onto CR 7 (County Rd 7)

21.6 13 Turn RIGHT (East) onto MN 60 (Highway 60)

32.2 15 Turn Right (south-East) onto CR2 (County Rd 2)

36.2 In Millville turn RIGHT (South) to stay on CR2

44.8 Turn LEFT (East) onto CR 25 (County Rd 25)

45.4 16 Turn RIGHT (South-West) onto MN 42 (2nd Ave NE)

49.0 17 Turn LEFT (East) onto CR 2

53.0 Turn RIGHT (South-East) onto CR 10 (CR 2)

54.3 Turn LEFT (North-East) onto CR 2

59.9 18 Turn LEFT (North-East) onto MN 74

61.5 Turn RIGHT (East) onto CR 26 (E Center St)

65.8 Turn LEFT (North-East) onto MN 248 (N Main St)

73.0 19 Turn RIGHT into the Cenex Station for a 15 MN Break
Turn LEFT leaving the Cenex Station

76.9 20 Turn RIGHT (South) onto US 61

77.5 21 Turn RIGHT (West) onto CR 23

**WATCH CLOSELY FOR THIS NEXT TURN. IT IS NOT
VERY WELL MARKED!**

80.9 22 Turn RIGHT (West) onto CR 110 (County Rd 110)

84.0 23 Turn RIGHT (North) onto CR 25

88.0 Turn LEFT (West) onto MN 248 (CR 25)

88.3 Turn RIGHT (North) onto CR 25 (State St)

88.5 Turn LEFT (West) onto CR 25 (Main St)

88.7 Turn RIGHT (North) onto CR 25 (Broadway St) (Holy Trinity Church)

97.0 24 Turn Left (North-West) onto US 61 (The Great River Rd)

102.3 25 Turn RIGHT (East) onto CR 84 (County Rd 84)

110.5 Turn LEFT (South-West) onto S Smith St then immediately
Turn RIGHT (North) onto S Dodge St for 174 yards

110.6 28 Turn LEFT (South-West) onto CR 18 (County Rd 18)

110.9 29 Turn RIGHT (North-West) onto US 61 (Highway 61)

111.5 30 Turn LEFT (West) Onto CR 18 (County Rd 18) (just past Lark Toys)

121.2 33 Turn RIGHT (North) onto CR 4 (County Rd 4)

127.8 Turn LEFT (South) onto MN 60 (Highway 60)

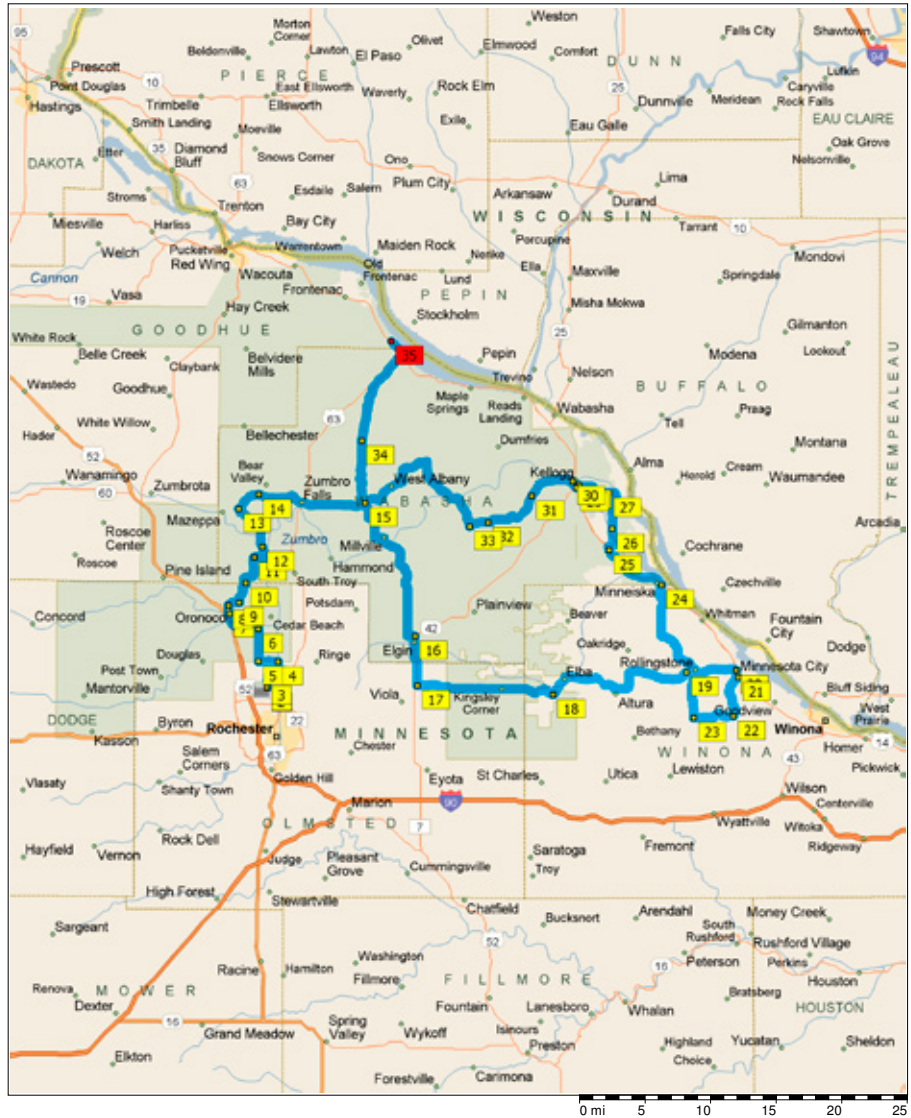
134.4 15 Turn RIGHT (North) onto CR 2 (County Rd 2)

143.7 Turn RIGHT (North-East) onto US 63 (Highway 63)

147.3 Turn RIGHT (North-West) onto US 61 (US 63)

148.5 35 Turn RIGHT and arrive at the Lake House on Pepin Restaurant

Bark & Beer 2017



Our Own Twisties . . .

A Fun Drive

shared via Clubtalk by Nick Cirillo

Jeff Boehn's 2017 Bark and Beer Tour map and directions (shared in response to a recent Clubtalk posting looking for a good drive as he was "renting an older 911 this coming weekend to see what I think of the air cooled experience.")

Per Nick: This was a fantastic, spirited drive. All back country roads, elevation changes, lots of curves, little or no traffic. Best route we have ever taken in the area!

Hmmm, too bad we are truly getting into the Minnesota winter scene far too quickly! But perhaps there will be a day or two yet for those who haven't stored their Porsche or for those us who drive year round . . . !

October 2018 Business Meeting Minutes . . .

The October business meeting was called to order at 7:04 p.m. by President Lara Dant.

President – Lara Dant

- Welcome to the American Swedish Institute, our venue for the holiday party in January. Heavy hors d'oeuvres were available.

Vice President – Roger Johnson

- No update

Treasurer – Jeff Bluhm

- Reported via email that the club's cash flow is fine with plenty of funds in the bank.

Advertising – Lara Dant

- No report, other than Peter Vickery's ad with Merrill Lynch is now a full page.

All Porsche Show – Phil Saari and Hal Voges

- City invited us back for 2019, on June 30.
- Mark Koegler has retired and moved out of state, so Hal Voges has taken on co-chair duties. Thank you, Hal!
- 2018 had a great turn out, over 200 cars! It was almost too crowded.
- Maybe think about getting a food truck next year.

Autocross – Andy Golfis

- Although we had no scheduling conflicts this year, we had poor attendance. We advertised these events a lot so this was disappointing.
- The new National Safety Rules for driving events is going to be a problem.
- COM suggests Nord Stern secure a location, run the events and they will assist.
- Finding a suitable venue is a constant issue.

Board of Directors

- No update

Charity – Mark Kriesch

- Club Race auctions and parade laps raised \$12,421!!!!!!!!!!!!
- The 2019 calendar is rolling along.
- Michael is interested in producing a 2020 calendar.

Club Race – Dave Sorenson

- No report

Driver Education – Open position

- Lara has a person who is interested and will attend

Final Fling to see what it all entails.

DE Registrar – Dave Anderson

- Registration was light for Final Fling a week out, 16 students and 5 advanced lapping.
- Will probably combine run into 3 groups

Driver's Training – Jim Bahner

- Via email, all is set for Final Fling

Fall Color Tour – Ron and Michele Johnson

- Ron and Michele Johnson will take over the chairs position with assists from Greg and Lori Wagener.
- Jim Holton just does not have the time to dedicate to a yearly event.
- This year's Tour was GREAT! The location at Pier B in Duluth worked really well; and there are a lot of possibilities for future drives from Duluth.
- Sept 27-29, 2019 - Mark Your Calendars now!
- Would like to use club registration next year. Dave indicated that would be easily set up.

Historic Archivist – Kim Fritze

- No report

Insurance – Dan Perinovic

- Insurance is set for Final Fling

Membership – Ed Vazquez

- No report

Met Council – Bob Kosky

- No report

Newsletter – Christie Boeder

- October is in the mail, online now

Octoberfest – Paul Bergquist, Mercedes Benz Club

- No report; Jackson Richter ended up cancelling his Auto Lieben event at Afton Alps due to his scheduling issues. He hopes to plan again for next year.

Rally and Drives – Dave Hudgens

- We have a new chair, David Hudgens
- We also have a member from Detroit Lakes who wants to organize drives in N MN.
- Ron is also interested in organizing a drive from Brainerd area.

by Betsey Porter

Continued on page 38

Minutes . . .

continued from page 37

- Maybe run a Fall Vino in the Valley or a Wisconsin casino tour. Dave A will think about it.

Safety – Paul Ingebrigtsen and Chuck Porter

- There is a concern with regard to no corner worker on Turn 1.
- Ryan from Rescue Inc. is willing to work with us to make changes.
- Need to confirm where the person stands who checks stickers and wristbands.
- No rescue vehicles should drive the wrong way on the track without a red flag being shown.

Social Media – Betsey Porter

- Lots of engagement on Facebook.

Shop and Tech relations – Roger Johnson

- The many tech sessions this summer were well-received.
- Matt Lawson is now the Service manager at Porsche of Minneapolis

Touring – Randy Walker

- Vino in the Valley went really well.

Track Relations – Jim Bahner

- Via email, we have a few dates.
 - First Fling – April 26-28
 - Fromage Fling - TBD
 - Fast Fling and Club Race – July 26-18
 - Final Fling - TBD

Webmaster – Dave Anderson and Christie Boeder

- Updates on hold for now

Old business

- None

New Business

- A Very Special Guest is confirmed for the holiday party, January 12, 2019
- We should suggest the dealerships get more involved in the party.

Meeting adjourned 8:33 pm

What Does it Take . . .

continued from page 29

a Sebring race to finish out the season. It's tough out there. Let's hope Porsche can add to that thirty thousand with a few more wins in the WeatherTech Series this year!



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