



Nord Stern Region PCA  
December 2018



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**PORSCHE**

# N O R D

# S T E R N



## PORSCHE

## D E C E M B E R

## 2 0 1 8

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

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

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Cover:

Photo by  
Michael  
Grabner

'Turbo  
Abstract'

Roger  
Johnson's  
2005 996  
Turbo S  
in Guards Red

Happy  
Holidays!

Nord Stern Region PCA  
December 2018

## HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Next, join Nord Stern

- Visit [www.nordstern.org](http://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](http://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](mailto:edmn911@aol.com) or  
612.720.0760 (cell)

Mail renewal checks to:

### Jeff Bluhm

9145 Breckenridge Lane  
Eden Prairie, MN 55347

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

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

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

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

## 2018 Nord Stern Officers and Committee Chairs

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<b>Fall Color Tour</b> Michele and Ron Johnson Lauri and Greg Wagener	<b>fallcolor@nordstern.org</b>	<b>Zone 10 Rep: Julie Bailey</b> 229 S Westfield St Wichita, KS 67209  <a href="mailto:racylacy944@yahoo.com">racylacy944@yahoo.com</a> 316.655.4058	



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

# Welkommen . . . Welkommen . . . Welkommen

*Welcome . . .*

## *New Nord Stern Members*

We hope to see you at upcoming events!



**Patrick Hargarten**

Minneapolis, MN,  
Black 2015 Boxster S

**Steve Holm**

Bloomington, MN  
Arctic Silver Metallic 2009 911  
Carrera S Cabriolet

**Robert Sieving**

Minnetonka, MN  
2005 Boxster

**Phil Vorwerk**

New Ulm, MN  
Silver 1989 911 Carrera

**Michael Wingert**

Pequot Lakes, MN  
Silver 2009 911 Turbo Cabriolet  
GT

### **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!).

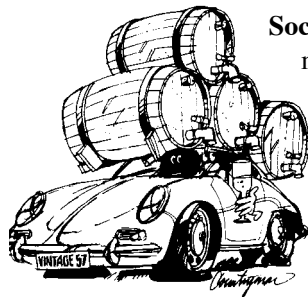
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



Well that was quite the year! Thank you to all for allowing me to be your president for the past 12 months. I thoroughly enjoyed it and am thankful I had such a great group of like-minded enthusiasts to share my time with. I look forward to serving the next three years on your board and will still be attending as many events as I can!

This weekend, I was contacted by a member of Porsche Club Ireland/Porsche Club UK. She was in town for the weekend and was hoping to attend a car related event. Unfortunately, being so late in the year, there wasn't much going on. We did agree to meet for dinner though. It was so fun to meet with someone not only from another region, but another country. And I love that Porsche Club has the reputation world wide of being able to reach out and have an instant connection. We sat and talked for about three hours, and new friends were instantly made! It was interesting to hear how similar our clubs are even though we're separated by thousands of miles. And now I have a good excuse to go visit Ireland! Just another example of it's not just the cars, it's the people!

Winter seems to have kicked into high gear early this year, but we have lots of things to keep our minds off the cold! We will continue to have monthly business meetings throughout the winter.

Everyone is invited to attend, so keep your eyes peeled for dates and locations. If you're interested in volunteering for anything club related, this is a great place to do it. If nothing else, it's a good excuse to get out for an evening, and commiserate with your fellow car lovers about how sad your baby is tucked in the

back of a garage. Or, conversely, how much fun your car is on a set of snow tires!

Also, January 12, we have our annual party. This is a big one. It is Nord Stern's 60th anniversary! We'll be partying it up at the beautiful American Swedish Institute with a very special celebrity guest. Register early as we're expecting this one to sell out! See page 10 for details with registration coming soon online at [clubregistration.net](http://clubregistration.net) - watch your emails for the details. This will be a spectacular evening!

And don't forget about the upcoming national events. This April 3-6 Treffen will be held in Santa Barbara, CA. Visit [treffen.pca.org](http://treffen.pca.org) for all of the details. Registration will open on January 19th at 3 EST. These tend to sell out really fast, so if you think you want to go, don't delay in registering. Ryan and I have done three of these events so far, and each of them has been an absolute blast.

I hope everyone has a great holiday season. See you at the holiday party!



Ryan McGee, Lara Dant, Bridget Murphy at Brit's Pub

## Advertiser Directory

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Auto Edge .....	BC
Bill Wolfson, Commercial Real Estate .....	13
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, David Schaal, RSR .....	9
Cathy Perinovic, Linden Hills Realty .....	30
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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

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

In the spirit of the season, I'd like to take a moment and give a hearty shout out and thanks to all the businesses and individuals who support the club and its newsletters through their commitment as our advertisers! Without them we truly wouldn't be able to continue publishing and mailing an actual newsletter on a monthly basis! The club is mighty grateful for their support of our activities and events, both our fun and our charitable efforts. The dollars do go a long way and an additional thank you to those businesses also stepping up to sponsor some of our bigger endeavors!

Be sure to check out their ads and support them whenever appropriate or possible . . . what a great group.

Our holiday wishes to:

- 311RS
- Anderson Motorsport Inc
- Auto Edge
- Bill Wolfson, Commercial Real Estate
- Bursch Travel
- Cathy Perinovic, Linden Hills Realty
- Collision Center, Inc.
- Courtney Truck Service
- Dan Perinovic, State Farm Insurance
- David Schaal, RSR
- Diamond Interiors
- Dynamic Photoworks
- Further Performance
- Higgins Insurance
- Imola Motorsports
- Luis Fraguada, Gates General Contractors
- Merrill Lynch, Peter Vickery
- Midwest Clear Bra
- Nurburgring, Inc., Rick Moe

- Performance Auto & Audio
- Porsche of Minneapolis
- Porsche of St. Paul
- Raymond Autobody
- Trackside Tire - Paul Beyl
- Tom McGlynn - Lakes Sotheby's

Don't think we can ever hear enough about one of our longest running advertisers: Raymond Auto Body:

*Mike and I have to shout out a praise report for Raymond Auto Body in the work they did on our 2010 Panamera, and for Farmers insurance on their help with the claim.*

*In June we got rear-ended at a stop light in the pouring rain, because the person behind us did not stop. We took it to Raymond the next day, they gave us a ride home, and the process began. To make a long story short, the car was repaired to perfection, and we couldn't have asked for more help, understanding, and cooperation from Raymond and from Farmers.*

*We got no sympathy from our non-Porsche friends who knew we had to drive our 911 Targa all summer while the Panamera was being repaired.*

*Needless to say, we recommend Raymond and Farmers, and if anyone has specific questions, let us know.*

– Marsha and Mike Drake

Signing off on another year of Porsche activities,  
Happy Holidays and a very Merry New Year to all!  
See you at the 'next event!'

From  
the  
Editor . . .

by Christie Boeder, '73 911



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**BJ Peterson**  
Nord Stern Member  
**[bjp@burschtravel.com](mailto:bjp@burschtravel.com)**



# 2018 Calendar . . .Get Around with Nord Stern

## DECEMBER

- 15 Meet and Greet at Porsche Minneapolis  
2019 Cayenne Intro  
All members welcome, New Member Raffle for a fabulous  
'Milk Chocolate' Porsche 911  
1 to 3 p.m. See ad on page 32

## JANUARY

- 12 Holiday Party and Annual Meeting/Awards!  
Save the Date - Details TBA  
Location: American Swedish Institute  
Complete with Holiday Decor in the Mansion!
- 8 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

## FEBRUARY

- 5 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

## MARCH

- 5 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

## APRIL

- 2 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

## APRIL

- 3 - 6 PCA's Treffen Santa Barbara
- 27 Nord Stern First Fling Driver Training
- 28-29 Nord Stern First Fling Driver Education

## MAY

- 7 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

## JUNE

- 10-11 Nord Stern Driver Ed @ Road America
- 30 Nord Stern All Porsche Show

## JULY

- 21-28 PCA Porsche Parade Boca Raton, FL
- 26-28 Nord Stern Club Race and Driver Ed

## AUGUST

- 10 Vino in the Valley Drive

## 2018 SEPTEMBER

- 2 Rochester Labor Day BBQ
- 3 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

## 2019 OCTOBER

- 1 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting
- 4 Nord Stern Last Fling Driver Training
- 5-6 Nord Stern Last Fling Driver Ed
- 13 Beer and Bark Drive

## 2019 NOVEMBER

- 5 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

## 2019 DECEMBER

- 3 Nord Stern Business Mtg  
Location: TBA  
6:30 p.m. Social, 7 p.m. Meeting

### 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

**Grizzly's (Look for the Porsche Flag)**

**220 Carlson Pkwy N**

**Plymouth, MN 55447 (763) 476-1011**

<http://grizzlysgrill.com/locations/plymouth-mn/menus/>

### MN CARS AND COFFEE - See Ad

**(1st Saturday of the month, April - Oct)**

### CARS AND CAVES - LAST Saturday of the Month

**(April - Oct)**

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

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

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**Luis Fraguada**

Director of Operations

Bus: 763.550.0043

Fax: 763.498.7710

Cell: 612.275.7617

luis@gatesgeneralcontractors.com

Restore | Create | Renovate

# NORD STERN 60TH ANNIVERSARY

## HOLIDAY PARTY!

**SATURDAY • JANUARY • 12 • 2019**  
**American Swedish Institute • 2600 Park Ave S • Mpls**

join us as we celebrate 60 years of porsche passion!  
cash bar • dinner • music • decorated holiday rooms • special guest  
registration will be online at [clubregistration.com](http://clubregistration.com) • details TBA

# It's Been A Tough Year . . .

*by Danielle Badler*

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

It's been a tough year. Politics excluded. Although that hasn't helped.

My father passed in early January. The day before my birthday. He was one of a dying breed, literally. A veteran of the big one, WWII. Battle of the Bulge. Wounded twice. Silver Star, although he never found out why. He was 18. I can't even begin to imagine what he saw and felt, and went through.

A favorite aunt passed this summer. My oldest friend passed a few months ago. And, by oldest, I mean from the first grade. He introduced me to my ex. Some sort of rare blood disease.

It goes on. Another friend, with whom I play golf every few weeks or so, just found out he has stage three liver disease. And this is while he's been preparing for spinal surgery. He retired just two years ago. You hear about these stories . . .

My mother, who turns 90 in five days from this writing, says you do sort of get used to it. You don't have a choice. She keeps asking me if she sounds "older." I say, no, you're as sharp as you've ever been. I'm not sure she believes me. I'm not sure I believe myself.

What to do? I'm doubling down on an active lifestyle. Eating well, living well, loving well. I ran another half marathon a few weeks ago. Out of 11,000 or so runners, there were 10 souls in my age group. That's it, 10. I finished sixth.

I checked the times for the next older age group. And, sure enough, if I continue at my current pace, in three years I'll win just by showing up.

So, looking back, what's been consistent? My parents, my daughters, my lover, my friends, my dog, my cars.

Ah, my cars.

I've owned six Porsches. Bought my first one at 27. I still have number three. A '78 SC. I'm celebrating its 40th anniversary on the planet. Actually, it's 41 - the build date on the rocker panel says October '77. It's an early SC. I've owned it exactly 30 years.

I remember clearly the day I drove it home. A private sale. My father drove me to pick it up, and my older daughter came along. She was six. She's a pediatrician now. Married, with two boys and a daughter due next month. All kids all the time. God bless her.

Alison rode home with me in the Porsche. She thought it was the coolest thing, sitting in one of the jump seats. "Seats just for me!" She said.

Although her sister soon occupied the other jump seat. No matter. I had plenty of room. One of my most cherished photos is of them both, as teenagers, posing at dusk in front of the car. More like striking a pose.

That car has been with me through three of six corporate relocations. It's had license plates from four states. Three exhausts. I've lost track of how many sets of tires. Although I do remember a few sets ago. They dry rotted from the inside. I had no idea. I discovered the problem when I tried to check their inflation. The valve stem slid inside the tire.

The SC turned 50,000 miles last year. I tell this to people, and they look at me like I should be put away. But I'm always ready with a simple explanation for why I hang on.

First of all, it's turned into a good investment. Although that's only over the past 10 or so years. The first 20, the car's value stayed absolutely flat. Second, there's the cost of ownership. Classic car insurance. If it needs service, that's usually a once-a-year proposition. It takes forever for anything to break.

Which enables me to enjoy the essence of ownership of a classic driver. It's what I call "the thrill." What's "the thrill?" It's the fact that, every time I get in, it feels like a new experience. I experience the thrill of discovery, again and again. The smell. The mixed-up ergonomics. The "je ne sais quoi."

The driving. Learning, once again, how to finesse the gearbox into shifting, just so, with no grinding. The ride. They say that, in a Morgan, you can drive over a dime and tell if it's heads or tails. I think you can also do that in an early Porsche. O the beauty of no manual assists.

Unless the ambient temperature is way, way low, I always drive with the sunroof open. And go searching for underpasses and tunnels, where I can downshift one, maybe two, gears and nail the throttle, in order to bask in the music of power.

I never winterize it. Oh no. If it's snowy and icy for extended periods, I'll start it. Roll it backward and forward, in order to keep the tires from flat-spotting. I get the fluids up to operating temperature before shutting it off. And, on those crystal, sun-bathed winter days, I'll venture out. Oh yes, I will.

Am I crazy? Am I playing with time? Maybe. But, then again, maybe not. Others have been down this

*Continued on page 31*



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Having really enjoyed my involvement with PCA in my classic events put on by our club and beyond. Although it is a fantastic true classic Porsche, I have learned that the driving comfort along with the desire to keep it in collectible condition, is not the most practical for my wife and I to always participate in events, such as longer drives.

I am guilty of constantly reading the hype of reviews and articles, such as the amazing newer Caymans that are touted as super handling drivers cars, as well as browsing the various outlets that list Porsches for sale. I had recently sold a muscle car that resulted in an open garage space and a burning hole in my pocket. Browsing along one evening, I came across a 2014 Cayman S in stunning agate grey metallic that had some great options. Including PDK, 20" wheels, two tone leather, premium sound, navigation and so on. This car had a very, very low price, which is immediate suspicion for any smart consumer. But here was the catch, it was a salvage car totaled from the insurance company.

Everybody reading this knows, if you're looking at any Porsche to purchase, you get a PPI inspection and fully understand the little issues that the car has. You do not buy a totaled Porsche Cayman site unseen, on eBay, going by the sellers word, that it runs and drives. This brings up immediate red-flags and potential for a big loss, that I would not recommend to anyone. This seller apparently buys and sells very high-end totaled cars from insurance companies and re-sales them. He had very good feedback on some big money sales, but I know that does not justify anything, especially believing reviews on the internet.



Did I listen? Well the car arrived on a transport truck from Sacramento to my house here in the valley, very early one morning. Amazingly driven off the truck down my street and up to my garage, actually running and sounding decent. Including a legit out of state salvage title, bill of sale, manuals and a key. Overlooking the complete missing front and rear end of the car, I was in awe. The most I got from a Carfax report said it was a two year leased car in Houston that got in a single car wreck with a guardrail and was totaled by the insurance company. What did that mean, what was hiding in the damage, that would total this car?

Over my excitement of now owning a 2014 981 Cayman S, I saw that both ends or bumpers of

the car were gone along with all the related hardware, lights, grills, etc. The drivers side front fender and headlight were smashed and some slight damage to the hood. I put my hydraulic jack under it and all I could see were some scrapes along the back drivers side wishbone and inside of the wheel, nothing else.



## Cayman Rescue

by Kevin Gilchrist

reprinted from "Going Places"  
October 2017, Arizona Region  
of PCA newsletter

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Continued on page 22

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

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

*If any one who participated would prefer their submission NOT be included please email me directly at [editor@nordstern.org](mailto:editor@nordstern.org)*

My father loves to  
come and park next  
to me!

– Brian Lewis



Left:

And from Theo  
Martianos: I love the  
night scene! Definitely  
a well-used and well  
'stocked' garage!

Celebrating 50 years of racing by BIR unearthed some pretty fun nuggets of info and general trivia!

There was a newsprint handout this year that summed up the history of our 'local' track and without further ado, let's dive right in and learn some of the good, the bad and the 'ugly.'

That First Decade: 1968-1977

Instant Success, Financial failure, Rebirth!

Donnybrooke Speedway opened its doors for the first time in July 1968 introducing the racing world to a 3.1-mile strip of asphalt that wound its way through 425 acres of trees and wetlands. Wedged between State Highway 371 and North Long Lake, Donnybrooke's popularity was instantaneous. Word traveled fast about the new track, fueled by the arrival of big names like Mario Andretti, Al Unser, Bobby Unser and AJ Foyt, all of who raced the first year during a USAC series race.

The first race featured NHRA drag racing. More than 8,000 people showed up to watch the legendary Doc Halladay drive his AA/Fueler dragster to a finals win. A month later, more than 25,000 fans showed up for the track's grand opening and its first road race: The Sports Car Club of America's (SCCA) National Races. Cars were backed up on Hwy 371 in both directions so fans waited to get in.

Minnesota had contracted a serious case of racing fever. It didn't matter that the track had very little seating and limited rest rooms, camping areas and concessions, fans were making due with what was available and loving it.

One of the celebrity racers who came to Donnybrooke was comedian Dick Smothers, who in 1968 was just getting his feet wet in the world of racing.

#### • 1969 Highlights

Donnybrooke added NHRA World Championship Points Series, the Donnybrooke National Open Dag Race, the SCCA Continental Grand Prix and the SCCA Trans-Am Championships, and the top drivers followed: David Hobbs, Mark Donohue, Parnelli Jones, George Follmer, etc.

#### • 1970

The SCCA Can-Am Challenge Cup came to Donnybrooke with drivers like Mario Andretti, Jackie Stewart, Dan Gurney and Peter Revson driving

Ferraris, Lolas, McLarens, Porsches and more. Admission was a whopping \$6.

#### • 1972:

Owner George Montgomery found himself deep in debt and closed the track after the last race.

#### • 1973

There was no racing. The only event scheduled was an outdoor concert featuring Black Oak Arkansas, REO Speedwagon, Iggy and the Stooges and David Bromberg. But it was cancelled.

Jerry Hansen, the winningest amateur driver in SCCA history, purchased Donnybrooke and hired longtime friend and competitor Dick Roe as general manager. They renamed the track Brainerd International Raceway (BIR) and then went to work mending fences within the community and upgrading the track's infrastructure.

#### • 1974

The only spectator event this year was the Uncola Nationals road race, which drew 17,000 fans.

#### • 1975

The Uncola Nationals returned with some star power: actor Paul Newman, who set a track record in his Datsun 510 and became a regular at BIR for more than a decade. (Paul Newman loved racing and wanted to be treated like one of the drivers. He would often sponsor a corn roast where he could break the ice with fans and the other race teams.)

#### • 1977

BIR hosted the Crown Auto Funny Car Championships, with the main event being an eight-car showdown, featuring the favorites: Minnesota's own Tom "Showtime" Hoover and Don "The Snake" Prudhomme, who beat Hoover in the finals. The Pepsi Grand Prix's Camel GT Series was also added and was won by Indy 500 driver Danny Ongais.

... *To be continued!*

## Brainerd International Raceway

... aka ...

## Donnybrooke Speedway

*courtesy Brainerd International  
Raceway: 50 Years of Racing  
1968-2018*

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



This undated issue apparently came out early in fall, 1994. It has lap times from the First Fling, Blackhawk Farms, Midweek (June), and Fast Fling (August) events and registration forms for the Club Race in late September. Lengthy articles cover high speed driving, car modifications and even what to wear.

– Ron Faust

## 1994 Fall Race/Autocross Issue

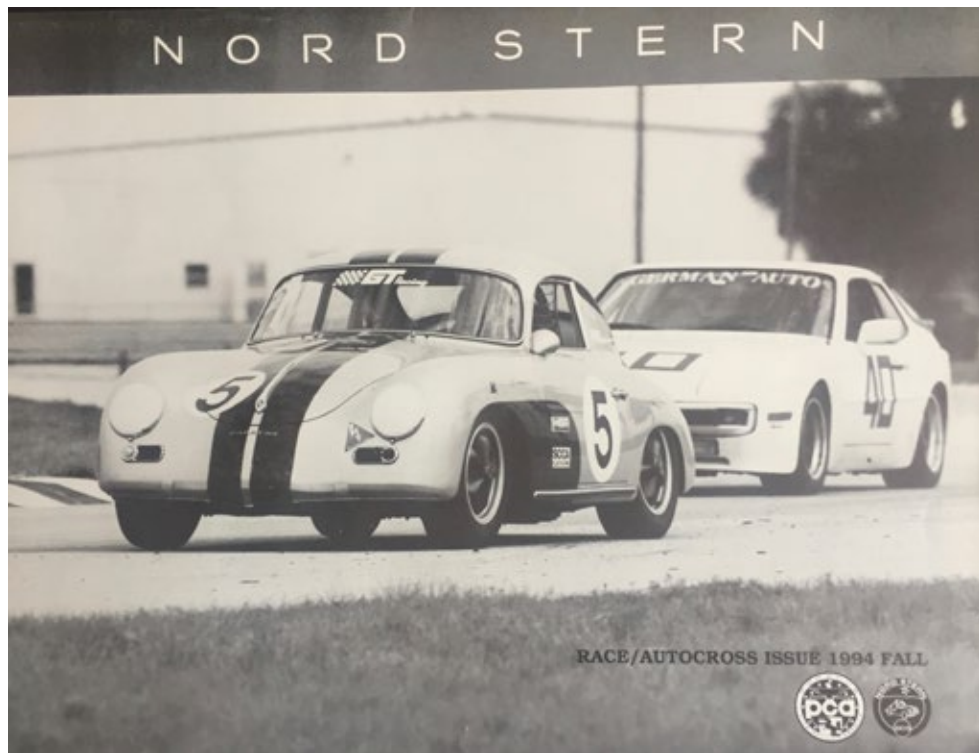
**Editor Bobbi Miller** offers congratulations to **Bill Siggelkow** for a 2nd place in group and class at Hallet PCA Club Race. Also, **Hank Godfredson** won a 1st in place in group and class at Hallet.

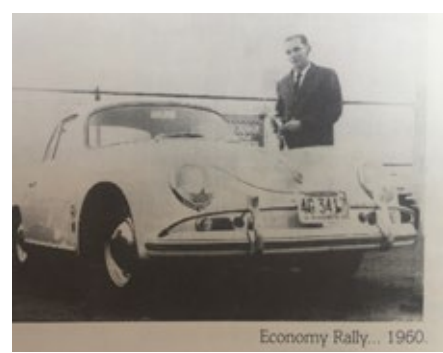
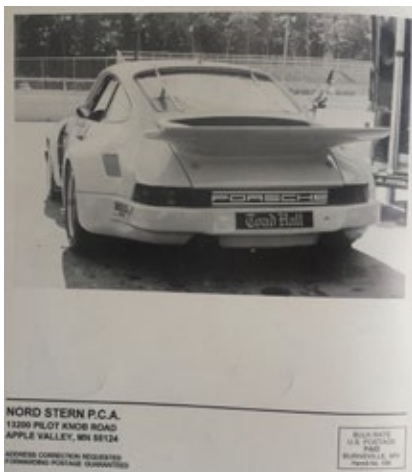
Hank also offers a page entitled “The Origin of GT Racing” in which he tells how his company, GT Racing, originated in 1989. GT Racing sponsored the 1994 BIR Club Race. Specializing in fiberglass Porsche body parts, Hank’s philosophy was that lightening a car was a quicker and cheaper way to go

fast than adding expensive (and unreliable) horsepower.

Hank had bought a 1958 356 A coupe in 1960 and quickly became involved in auto crossing, hill climbs and racing. Back in the day there was even a hillclimb in Afton. After the A he had cycled through a 356B Cabriolet, a 914-6, then a 1970 911 ST ex-factory Monte Carlo Rally car, with a Datsun ice racer thrown in before acquiring his 1956 356 A European coupe shown on numerous covers. Hank is a PCA member since 1962.

**Bob Fleming** contributes an article on preparation for your “First (Or Next) Autocross.” If you don’t know how to bleed brakes, change pads, etc, we’ll show you. Leave your troubles at home . . . As a bonus you will meet and become lasting friends with some of the neatest people in the world. Your humble Editor and I can attest to that. (editor’s note: a truer truth might be harder to find!)





Photos from the Afton Concours both right and left pages showcase several members still active today! Including George Andrewes - right and above top. I believe the individual judging the 911 with her head under the hood is none other than Teresa Vickery Pfister. She was a passionate Porsche person and kept her cars immaculate. She enjoyed Concours and served as a judge for many years.

Love the cover shot to the left of Hank Godfredson's 356 #5! Got to see him race at many a track in the club racing program throughout the 90s. He's also picture with his 356 at what was known as the Chicago Historics (and for many of us what we still call the mid-July Vintage races after several name changes over the years reflecting who was that year's major sponsor!)



Chicago Histories... July 1994.



48 Hours of Sebring, PC Club Race...February 1994.



## The Scans Continue

...

Upper left is Peter Kitchak in the foreground with Ron Lewis, and Rudy Mueller behind in the crowd.

Far left is Hank in the 356 at Sebring Club Race and immediate left is Dave Weisel (who never ages, I swear!) receiving a Concours award



Right: Kevin Egan of Nisswa and his Cayman out for a drive this past fall. Photo by good friend, and fellow Porsche fanatic, Ron Faust.



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

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

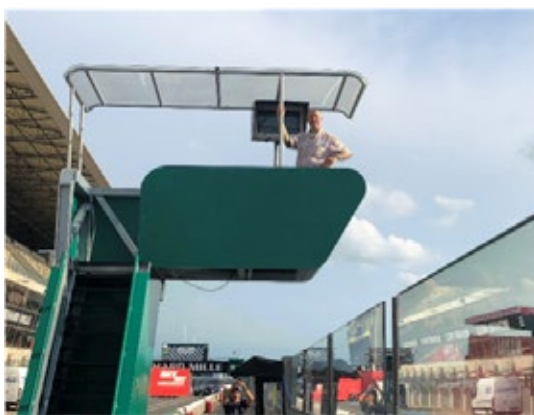
July 6, 7, 8,  
2018

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 hauler parking lot was extremely crowded with trucks of all sizes. I don't know how many trucks and race cars were parked in the forest temporarily designated as a parking lot, but there were approximately 500 cars registered for the race. Every car entered was sitting outside of its hauler waiting to move into the paddock. What an amazing display of machinery as significant race cars were sitting haphazardly in the crowded grassy parking lot. The cars would be parked in shelter tents arranged by Plateaus and Groups. We were in Plateau 6, Group 6, so every car in our paddock was a Group 6 car. The use of tents to house an entire group or series seems to be a common practice outside the US as I have seen similar arrangements at Goodwood and Bathurst.

Now legally in possession of registration forms, we charted a course to registration. As we walked



through empty paddocks, you could feel the history. This is racing hallowed ground. Many a famous race car driver has walked this way since 1923. With the three of us being certified track rats, we delayed our trip to Registration and walked through a garage and out onto pit lane. I swear Steve McQueen was walking just in front of us as we went through that garage, exiting on the pit lane side. The expanse of the grandstands was enormous. We were standing in a canyon formed by two large grandstands and directly in front of us was the starter's stand. We climbed the ladder and stood on the starter's platform. You could almost hear the roar of the crowd as Toyota won this year's 24-hour race a few weeks earlier. If you looked hard enough, you could see the drivers who have raced here since 1923 standing along pit wall, helmets in hand, waiting for their turn behind the wheel. I could see the shadow of the Porsche 919 Hybrid taking the

checkered flag after the Toyota broke on the last lap in 2017 giving Porsche its 17th overall Le Mans win. I could hear the swoosh of the diesel and the high-pitched exhaust note of the petrol fueled Audis that

dominated Le Mans from 2000 to 2015 winning 13 of 15 races. More daunting was the echo of the Porsche 917's, 956's and the 962's as they dominated in the 70's and 80's. The electricity of the crowd was in the air even though the stands were empty. It reminded me of

the first time I walked out of Gasoline Alley onto pit lane at Indianapolis. There I could hear the drone of the four-cylinder Offenhauser's as they dominated the 500 from 1934 to 1974, winning 27 times during those 40 years. The sound of that iconic 155 cubic inch four-cylinder engine is imbedded in my head after listening to the race on radio during my formative years. Perhaps my head is filled with too many race cars. I think my Mom said that a time or two when I should have been studying for a high school test.

From pit lane we went to Registration. Registering was a relatively easy process as there were French and English-speaking individuals at each station. We moved through each location quickly until we got to the final station. Here we were to get our numbered and bar-coded arm bands. George, the car owner, was listed as the owner and the three of us as drivers. The registration official wanted George, the owner, to sign the form accepting responsibility for the car and any damage it may cause during the race. Unfortunately, George had been hospitalized a few weeks earlier (sadly, while I was writing this story, we learned that George succumbed to his illness. RIP George.) and was back home in Germany. The people at the station spoke some English and with the exception of a few words we spoke no French. It took 30 minutes to get the situation resolved. Since I spoke no French and was of no help in resolving the situation, I attended the mandatory driver's meeting that was taking place every 20 minutes in a room directly behind the registration tables.

In the meeting, there were two instructors, one spoke French and the other was a Frenchman but he spoke relatively good English. I attended the meeting and stepped out to see if the guys had resolved the registration glitch. They hadn't, so I stepped back into the meeting to attend it for a second time. I wanted to make sure I understood the yellow flag procedures and as you read on, you will see that I should have

*Continued on page 23*

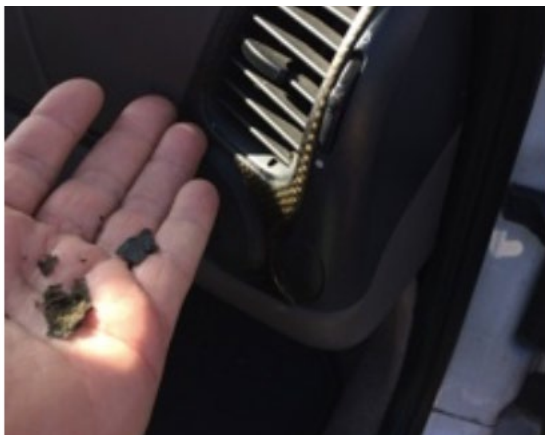
There are two words that don't go well together: "Porsche" and "foam."

As anyone who has had a new (newer) Porsche for 4 or 5 years knows, the air conditioning vents start to spew bits of sticky dark stuff. This stuff comes out of every A/C vent including the windshield defrost and the footwell heating outlets.

What is this?

With time, heat and humidity, all of the foam which makes up the air diverter dams in the A/C's air handler system starts to deteriorate and crumble.

As air is forced through, chunks of this foam starts to make its way to the air outlets and eventually make it out into the cabin.



There is nothing you can do preventively to avoid it short of not keeping your Porsches longer than 4-5 years. The deterioration of the foam depends on several conditions:

- Time: Four to five years after the manufacture date it starts to deteriorate
- Heat: The hotter the environment the quicker it will deteriorate
- Humidity: The more humid the environment the quicker it will crumble

Therefore northern Porsches and those garaged and kept away from the sun and the elements will keep their foam a bit longer, but don't get me wrong, even stored under the best conditions, if the car sees real world roads and conditions, that foam will deteriorate at some point.

When it starts to happen you will first notice some very small "dirt-like" particles on your clothing and on the interior (dash, seats, carpet, etc.). As time goes on in a few more months you will notice the particles getting larger and larger and eventually you can see chunks of foam trapped behind the air vent slats.

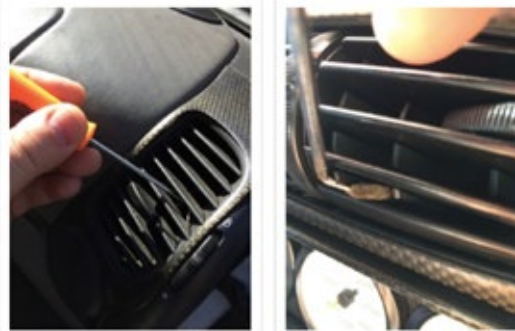
What can be done?

You can open up the air handler system to remove and rebuild the air dams with new foam or tape (duct tape is used effectively) but this is very time consuming which can get expensive.



Or, you can be patient, remove the foam chunks from the vents and wait.

You can use a small pick tool to pull out the pieces of foam through the slats.



You can also help to purge the system quicker by closing all the vents but one, running the A/C fan at it's highest setting and putting a vacuum cleaner nozzle right on the open vent. Once this vent is cleared, close it and move to another one and repeat.



But the best advise I can give you is what I tell my customers: **Wear goggles and don't wear white!**

## Very Foamy . . .

by Pedro Bonilla

courtesy [pedrosgarage.com](http://pedrosgarage.com)

## Cayman Rescue. . .

*continued from page 13*

Starting the Cayman up, showed a bunch of faults about missing lights and turn signals, etc., but the most concerning was a transmission error as well as saying there could be issues with reverse. Driving it around my block, the PDK shifted very strange, going right up to 7th gear at about 15 miles an hour and constantly alerting of the error. It drove straight and true though at these slower speeds as I would not dare to take up to speed in this condition.

What should be the first steps? I contacted a few independent shops and decided to have it put on a flatbed and taken down to one for a body shop estimate, while I thought I would start collecting and searching for parts. My new possession went to a very busy shop, who pretty much was surprised at the condition and asking why would it be totaled?

On sound recommendation, they said I should have them look at the mechanical transmission issue, before thinking of investing in any body work, because I would be shocked at the price of replacing a PDK transmission. and asking why would it be totaled?

A lot of time passed, like a two or three months, as I kept checking with the shop to get them to actually look at the car. Finally they got to the car and told me that the rear drivers side wishbone and wheel are a little scraped up and the abs sensor is broken off and the rear wheel bearing damaged, most likely from the guard rail. They felt replacing these and resetting the codes, could get us lucky. In suspense I waited for a call back as they got to work, which came back negative, it was still the same, shifting incorrectly and throwing faults. Their recommendation, which was looking out for my best interest, was to go ahead and sell the car, as the price of replacing a PDK transmission would be

more than I paid for it. Was this why the car was totaled?

Not satisfied yet and a little bummed, I decided to try a different tactic, that may have been a little more expensive and a little out of the norm. I made a call to one of our Porsche dealers and made a service appointment for my wrecked Cayman. I felt they might have the computer equipment to really see what the issue might be, so I could make a final sound decision. A sort of shocked service advisor looked at my Cayman as it arrived on a flatbed truck and agreed that they would take two to three hours and diagnose it.

In suspense again and the future of my risky challenge on the line, the answer came back only a day later. They said they found that my rear wheel bearing was installed backwards so the abs sensor could not pick it up and all the harnesses were unplugged at the wheel. They corrected those items,

*Continued on page 36*



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Photo by Peter Lapinski

## Where in the World . . .

*continued from page 20*

attended at least three times. After attending the second meeting, I clearly understood that if an incident occurred, a yellow flag would be waving at three flag stations prior to the location of the incident. At this station, all drivers were to begin slowing to 80 km. Once you reach the second yellow flag station, you must be at 80 km. From the second yellow flag station, the driver must maintain 80 km until they pass the incident near the third yellow flag station. Once passed the third yellow flag, a driver is to maintain 80 until he reaches the fourth flag station which will be waving a green flag. This is different than the US. The vast majority of the time in the US, a yellow flag will be waving at one flag station before an incident and then a second flag will wave near the incident. The driver is to slow his or her car to a "Safe Speed" until they have passed the incident at which time they are clear to accelerate to race speed. This usually works well except everyone has a different definition of "Safe Speed". When a yellow flag is shown in the US, nearly everyone ceases the opportunity to close up on the car in front of them, but under no circumstance are cars allowed to pass under a yellow flag condition. I am sure most everyone has heard the NASCAR phrase, "a yellow flag for debris". I think it happens less now than it did in the past, but back in the day, racers would swear that race officials would throw a yellow flag for phantom debris to close up the field to make the racing more exciting. Apparently, this isn't the case at Le Mans.



After registration, we went to look for our camper, which would be home for the weekend. Staying in a camper is "old school". Over the next four days, our personal space would be the interior of a small motorhome. I was apprehensive about what I would find as we set off to look our new homes, but was pleasantly surprised when we arrived at the campground and saw brand new campers sitting nose-to-tail in the camping area. The bad news was, the interior space was tiny and we had no air conditioning. Not having Air Conditioning was not ideal in France in July. The rental company had approximately 100 campers on site. They did offer portable AC units for 500 euros. So, for about \$700 we could sleep in comfort over the next four days. Being pampered Americans, it seemed like a bargain after walking into that hot camper that Thursday afternoon.

Parked next to the campground was the compound for at least 50 VW micro busses from the 50's and 60's. These VW's were used as shuttles for race pilotes, or in our case, drivers over the weekend. If you needed to go anywhere within the track's confines, jump in a microbus. It wasn't the fastest way of getting around, but it was available if you had a green driver's wrist band. The VW campground looked like Woodstock in 1970. The vans were painted in a variety of colors and had the familiar decal on the back window, "If my vans a-rockin, don't come knockin". There was one bus that had a modern bumper sticker which read, "Jesus is my air-bag."

We didn't use the VW buses because Martin wisely arranged for the rental of three motor scooters that we used extensively throughout the weekend. This is the only way to get around the track because motor

scooters apparently don't have any rules of the road. They can be driven anywhere, anytime, at any speed on either side of the road. The roads around the paddock and track are packed at all hours of the day. There are race cars trying to get to the grid, crews towing tire racks, tool boxes and extra gear to pit lane plus thousands of fans walking with no particular place to go and no time frame in which to get there, all using the same road ways. It was a 30-minute trip to anywhere ..... unless you had a scooter. All you had to do was to don your driver's suit, fire up your scooter and the fans part way like Moses parting the Red Sea. If there is a car on the road, no problem. Pass it on the left or right. A stop sign? They aren't meant for scooters. Fly right through the stop sign and perhaps look for traffic to make sure you aren't going to be hit by a car in the intersection. If a car is coming, no problem. Turn left or right into the other lane, go around the car and cut in front of it. Just make sure there is no traffic coming in the lane you are using. It is a bit harrowing for the first few minutes, but nearly everyone on a scooter is a race car driver and we know they have no fear. So, after the first few minutes, the imaginary rookie X comes off the back of the scooter and off you go with the best of them. I think riding a scooter is more dangerous than going down the Mulsanne straight at full throttle at midnight, watching for brake markers with 1974 period correct headlights. Actually, it is probably safer on the Mulsanne.

By the time we registered, were fitted in the car, moved into our motorhome and found our scooters, the day was nearly over. That evening was a black-tie dinner for driver's and car owners which was held at an Abby about 10 miles from the track. George and I dressed for dinner, picked up Ziggy, the gentleman who cares for the RSR at his shop in Germany and headed to dinner. Martin had attended the event in the past, so decided not to go along. As we arrived at the Abby, we were greeted by two Playboy Bunnies who asked to have their picture taken with us. I assumed we were the only two they asked because who wouldn't want their picture

*Continued on page 25*

# PCA's Zone 10 Directory

## Regional Clubs

**Central Iowa:** <http://cia.pca.org/>

**Ozark Lakes:** [www.pca.vintageeuro.com](http://www.pca.vintageeuro.com)

**Dakotas:** [www.dakotapca.org](http://www.dakotapca.org)

**Red River:** [www.RedRiverPCA.org](http://www.RedRiverPCA.org)

**Great Plains:** [www.gprpca.com/](http://www.gprpca.com/)

**Schönesland:** [www.schonesland.org](http://www.schonesland.org)

**Kansas City:** [www.kcrpca.org](http://www.kcrpca.org)

**St. Louis:** [www.stlpca.org](http://www.stlpca.org)

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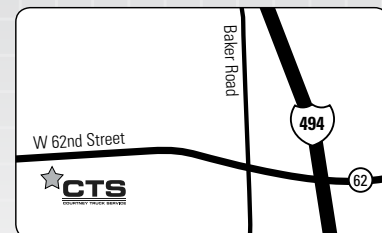
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## Where in the World . . .

*continued from page 20*

taken with two debonair race car drivers. We both had a Sean Connery air about us. Frankly, I didn't realize Bunnies still existed.



I thought the era of sexual harassment had put an end to scantily dressed young women with rabbit ears and fuzzy tails. Perhaps everywhere but France.

After our picture was taken, George and I headed to the nearest bar, which sat on the lawn of the Abby. The beverage of choice was champagne. Since neither George or I drink champagne on a daily basis or any other basis, I ordered a glass of whatever red wine they had and George ordered a beer. Upon hearing our orders, the bar tender seemed to be taken back by our orders. He raised an eye brow, looked at George and said in a nasally tone, "Monsieur, we do not serve beer. Next s'il vous plait"

At dinner we sat with an Australian gentleman and his wife along with a Japanese gentleman, his wife and daughter. The Aussie owns a 956 Porsche. After Le Mans, his car was being shipped to Goodwood for the Festival of Speed the following weekend. He was attending two of the most important vintage events in all of Europe over two weekends. The Japanese gentleman had a number of cars but he was in attendance to race an Alfa Romeo. His wife was a proto-typical Japanese woman, quiet, shy while extremely attractive with a pleasant personality. As always happens at a car event, iPhones are passed around showing your fellow enthusiast pictures of your cars. As iPhones were being passed, the one picture

that drew everyone's attention was the Ferrari Challenge car owned by the Japanese gentleman. We asked if he raced it. He smiled and pointed to his wife. That was the cue for their daughter to open her iPhone to a picture of her mother in a driver's suit, sitting in the Ferrari, getting ready to roll out on the grid at a Ferrari Challenge race. He then showed us a picture of an open wheel car. Again, he pointed to his wife as the driver. Their daughter shared another picture of her mom driving the open wheel car. We were all surprised that the quiet and reserved woman we were having dinner with was a race car driver. As they say, and I can never figure out who they are, never judge a book by its cover.

After dinner with approximately 500 of our closest friends, we headed back to our camper with the hope that it had cooled down enough to get some sleep. Tomorrow was day of waiting. As I laid on top of the sheets in the bed that just fit within the width of the camper, the VW bus drivers next to us were playing techno music and the volume knob pegged. In addition to being loud, whoever was at the controls had no patience as they would let a song play for less than a minute before changing to another song. The good news was, the camper was cool enough for me to sleep comfortably. The bad news was, the vent tube for the air conditioner was hanging out of the left window, which was open, no more than ten feet from where the music was being played. I was tired so the loud music didn't matter because I fell asleep quickly and slept like a baby until 5:00 am Friday morning. I have no idea how long the techno music played, but Friday morning I did hear a number of my new campground buddies complain that the music played until wee hours of the morning. This was one time having jet lag was an advantage.

Friday arrived a bright and sunny morning. Sunrise in early July in France is shortly after 5:00 am. George and I were up early, so went over to the camper rental office in hopes of finding breakfast. There was none and wasn't going to be anytime during the weekend. George was able to get a cup of coffee, but

it was still too early for anything to be open so we went back to our respective campers and waited for 7:00 am, hoping that the driver's lounge had opened for the weekend. At 7:00 am, we rode our scooters to the driver's lounge but it was closed. It wouldn't be open until the start of practice later in the day. We then rode the scooters past many of the vendor's tents. None were open. I don't remember where but we found a couple of bananas and ate those for breakfast. After eating our bananas, we went back to our campers. Later in the morning, Martin and I went out and looked again, finding a vendor who had coffee, diet coke and chocolate croissants. We both ate two croissants while I drink a diet coke and Martin had a cup of coffee. We hoped our luck would be better for lunch. After the search for breakfast, I wasn't sure that I wasn't cut out to be a camper in the wilds of Le Mans, even though I spent 13 months straight in 1968 and 1969 hiking and camping in Southeast Asia. At least the U.S. supplied me with little green cans of food to eat free of charge while camping.

To Be Continued . . .!

# Book Reviews for Porsche- philes

by Bruce Herrington, Orange  
Coast Region

## CARS & CURVES, A TRIBUTE TO 70 YEARS OF PORSCHE

by Stephan Bogner  
and Ben Winter  
published June 2018 by Delius  
Klassing Verlag, Germany

Philosophers can argue themselves blue in the face over when “Porsche” began. Was it the first concept for a car, the establishment of Porsche GmbH, the first complete drawings, the first prototype car, the first production car, the production of the 10th car, the 100th . . .

Perennial author of books about Porsche, Randy Leffingwell, arguably jumped the gun with his “*PORSCHE - 70 YEARS*,” published in September, 2017. This book coincides more closely to the popular concept of the 70th anniversary of Porsche, but has much less relationship to the history of Porsche AG and it’s cars.

*CARS & CURVES* is a tribute, not a history, not a review, not a technical report. Lest there be any confusion, the curves in the title are the Road & Track kind, not the Playboy kind, and this book has no relationship to the adult coloring book with the same title.

The book under review

is basically a book of pictures, showing various models of Porsches on curvy roads. There is no table of contents, no index, and there is as much emphasis on the scenery as on the cars. Most locations are in Europe (including England, Scotland and Iceland), and the matte paper adds an artsy quality to the often double-page spreads. Each of some 26 chapters begins with a one page description of the event shown in the subsequent pictures, with

only a little technical information about the cars themselves. Some chapters deal with a single car; most show multiple cars, sometimes an early model with a later model. Some locations are repeated with

different cars, and at least one car, a Carrera 6, shows up in separate locations.

A very impressive book to have on your coffee table, it is bound to promote conversation, either about the cars or the scenery. The oldest car shown is a Typ 64 Berlin-Rome racer from 1939. The newest included is the 2019 Mission E coupe. There are street legal race cars – a 904 and a Carrera 6. Panameras, Cayennes and Caymans are included as well as 356s and 914s. Despite the heritage, no African venue is included, and no front-engined water pumper’s appear on these pages.

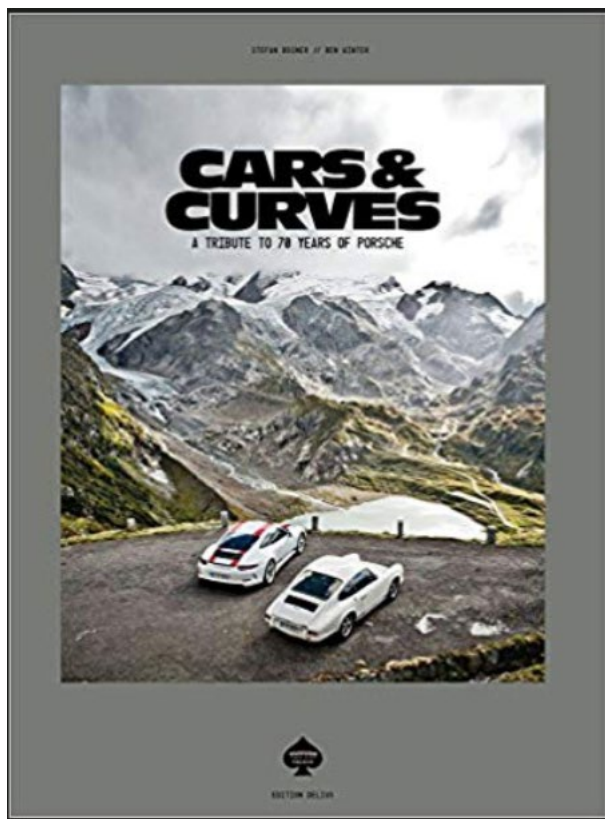
Nitpickers can complain that the chapter on 911Carrera S Cabrio, containing pictures of a drive from LA to San Francisco, shows a picture of Roy’s Motel/Cafe in Amboy without showing the logo on the pavement or even mentioning Route 66 in the caption. Another glitch is that the chapter on driv-ing up the Grimselpass in Switzerland shows impressive scenery (in dreary weather), and lists the featured Speed-ster as being a

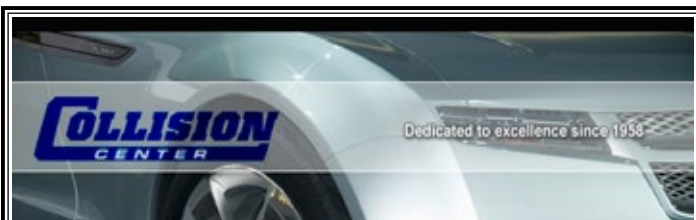
‘54, but shows it having teardrop tail lights and a shine-up license plate light. Produced as a book of pictures of Porsches (and landscapes) not a technical reference, these problems are immaterial to the value of the book.

At the risk of being obscure, let me say that this is a great book for the Porsche enthusiast, but not particularly valuable to the Porsche aficionado. A coffee table book to introduce and inspire the neophyte Porsche fan, not to educate the Porscheophile.

*CARS & CURVES* is hard bound and contains

432, 8.5 x 11 inch matte pages. As this is written it is available for \$45.54 from Amazon books.





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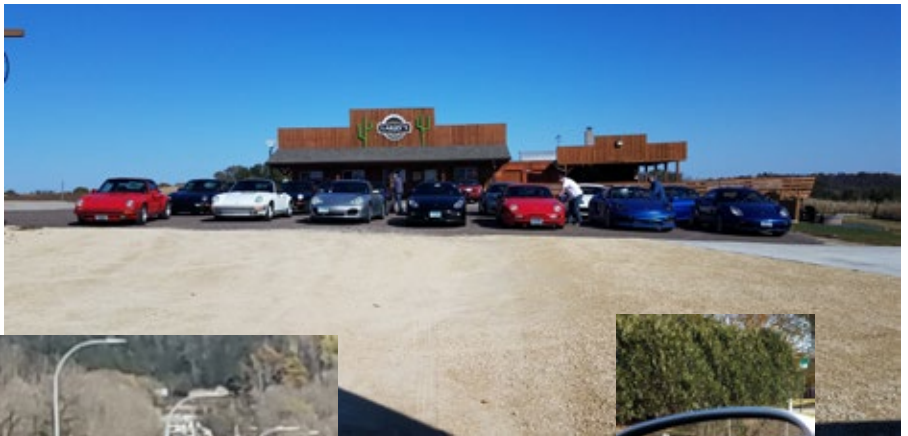
## Tough Year . . .

*continued from page 11*

road. I think Fitzgerald said it best, when he concluded his masterpiece, *The Great Gatsby*, with this line.

*“So we beat on, boats against the current, borne back ceaselessly into the past.”*

Happy Holidays. Let's keep making memories.



## Out and About at 2018 Beer and Bark Drive

*photos right by Jeff Boehm and this page by Jeff Risch*

**F**er Jeff B: We made it! After being snowed out on Sunday, October 14 we hit the road with 16 Porsches on the next Sunday October 21 at 10 a.m. It was a little chilly to start but most things went well for the day. Our final destination was Vino OVER the Valley and a good time was had by all!





## It Truly is All About the People . . .

*Photos by Klaus Schneegans*

So not just the cars! Good times on a sunny and clear, crisp Fall day this October (delayed one week due to cold!) meant a great opportunity to get out and enjoy the Minnesota roads with a lot of other Porsche fans. Thanks to Jeff Boehm for his Bark and Beer drive.

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# NORD STERN MEMBER INVITE! 2019 Cayenne

- Get a closer look at the 2019 Cayenne
- Social time - Meet the Nord Stern family
- Learn about Nord Stern events and workshops
- PCA and Nord Stern membership info

**15th**  
**December**

Get up close with the new 2019 Cayenne ...  
Raffle for new club members (a fun prize!) ...  
Nord Stern 60th Anniversary (2019) Info ...  
Meet/greet Club officers ...

**1 - 3 PM**

Questions? Ed Vazquez  
membership@nordstern.org  
or Jodi Woodruff  
Jodi.Woodruff@carouselmotor.com

**ALL MEMBERS WELCOME**

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# An introductory blurb from the new Cayenne Brochure

THE 2019 CAYENNE. SPORTSCAR TOGETHER

A LANGUAGE THAT ALL SPORTS CAR FANS UNDERSTAND

## Design

What unites us all is our passionate enthusiasm for the sports car experience. It begins the moment we lay eyes on the exterior. And this one screams Porsche.

For the Cayenne, there are Porsche distinguishing features. The heavily emphasized front fenders; the long, sloping hood with power domes; and the characteristic three-piece air intakes, which have become even larger and more dominant. The front fascia is new and powerfully styled—even when stationary, it alludes to concentrated performance with standard LED Matrix Design with Porsche Dynamic Lighting System Plus (PDLS+).

Laterally, the sharpened lines of the roof fall flatter to the rear right through to the roof spoiler, just like the newly styled doors. And, offered for the first time on the Cayenne, up to 22-inch wheels with staggered tires in sizes up to 315 mm at the rear axle. These details enhance the Cayenne and its overall sporty impression.

The rear has been completely redesigned, drawing attention directly to the striking light strip, which extends over the entire rear, and

*courtesy Porsche Minneapolis*

elegantly emphasizes the presence of the new Cayenne. Another highlight of the vehicle design, the taillights use state-of-the-art and precise LED technology and adopt the design concept of the headlights.

We have great dreams. Make them come true together.

## *The Cayenne: a sports car for five*

We know in motorsports, only one can be the first to cross the finish line. But the whole team makes the victory happen. What counts on the race track also counts on the road of life: all for one, one for all. A belief that the Cayenne is putting into action by bringing team spirit to the world of the sports car, and sportiness into our daily lives.

With five doors open for any adventure. With a new dynamic design and efficient turbocharged engines. With exceptional digital connections that bring the whole world into the cockpit. With versatility, quality, and new pioneering assistance systems that offer the driver and passengers exceptional comfort. This is the way the Cayenne makes the Porsche experience even more fascinating and diverse. And, at the same time, it remains what it always has been: a real sports car. For real sports car lovers who are living their great dream. And sharing it. The Cayenne. Sportscar Together.

## Storage . . .

*continued from page 34*

I too have heard that dryer sheets work and they are likely easier to deal with, smell wise, than mothballs.

– Jon Beatty

I used to have an '87 Targa that I stored for the winter. Then I got a '96 C4 that is the most fun winter car I ever had.

- Full tank of non-oxy fuel
- Add fuel stabilizer
- Change the oil before storage
- Put foam blocks under the windshield wiper arms so the wipers aren't touching the glass
- Steel wool in the tail pipe to keep out mice
- Battery tender or disconnect the battery
- Car cover
- Over-inflate the tires to prevent flat-spots; do not put on jack stands (theory being that the suspension droops exposing parts that aren't normally exposed for long periods)
- Do NOT start the car periodically; you'll never get it warm enough to burn off the contaminants

– Mike Tietel

I like the final comment . . . put snow tires on it and drive it through the winter!

– Bruce Boeder

50 lbs air in tires, steel wool in exhaust and vent into smugglers box/AC. Disconnect the battery if you're not using a tender.

– Vic Lee



# That Yearly Question . . .

## Winter Storage Options!

*Courtesy Clubtalk*

### *Question from a newer Nord Stern member:*

**T**his will be my first time storing my P car in my garage. What steps do you do? Up on jacks? How much gas in tank? Stabilizer? Battery tender? Etc., etc

Thanks

### *Answers:*

You don't have to do all these steps but I have listed all I can think of anyway . . .

Before you put away:

- Have the oil changed just before you put it away.
- Clean the car inside and out
- Add Stabil to the gas.
- Top off the tank

Once parked:

- Over inflate the tires by 5 lbs
- Make sure the heater, radio, and accessories are turned off.
- Leave gearshift in neutral
- Place wooden block on each side of one tire.
- DO NOT engage the emergency brake.
- Close the air vents.
- Plug in a battery maintainer if you have electricity at the storage site.
- If you have an air cooled car and don't have electricity...remove the battery and store on a board in a clean warm dry spot. If you have a 996, Boxster etc, don't remove the battery, it may mess you're your electronics.
- Leave the windows down ¼ inch
- Put Damp Rid (find on the second floor of most Menards) in the trunk and passenger compartment.
- Place Styrofoam or wooden blocks under the wiper arms to keep the wipers just off the glass.
- Put steel wool inside the exhaust pipes to thwart small animals and their nests.

If you are worried about mice. Place dryer sheets in the car and moth balls or mouse traps by the car. Don't use Decon, mice can eat and then go die in your car. Plus as Ed Vazquez says, "It's all about body count."

Change your car insurance to comprehensive and leave a note on your dash that there is no liability insurance on the car.

Cover with a car cover, soft blankets, or to be really cool an old parachute.

It is okay to visit the car once in a while. Sit in the

driver's seat, make flat six noises with your mouth, and even practice heel toe, but I recommend you don't start the car until you take it out of storage.

Or (this has been the 'Boeder-way!')

Buy some cheap wheels and snow tires and drive it through the Winter!

— Good luck, Keith Jones

A very good list. A key point to remember in the spring: REMOVE THE STEEL WOOL.

— Brennan Cleveland

I always make sure that the fuel is non-oxygenated and full. I always use a battery tender (not a trickle charger). I don't know if it works but I always put dryer sheets throughout the car (frunk, interior, trunk, engine bay if you are motivated) Supposedly they keep the mice away which can do damage including chewing wires. I cover my car with an outdoor cover. Even though it was inside, it got bird droppings on it.

— Gary Ganser

Ah, the perennial storage questions (I can say that now that I no longer subscribe to snow).

My basic storage technique was to wash and wax the car, make sure it is completely dry, vacuum it and then put a small can of desiccant inside (optional). Change the oil and filter, fill the tires to 10 PSI over normal driving pressures, fill the tank with non-oxy fuel, don't bother with stabilizer, plug it into a smart battery maintainer and put a cover over it. No need to jack it up. I'd also put some steel wool in the exhaust pipes and a cloth covered bag of mothballs in the engine compartment and possibly the trunk to discourage the varmints from nesting. Then just leave it, unless you want to sit inside occasionally and make car noises. If you do decide to start it up, make sure it gets fully up to temp to boil off any water vapor in the oil but, personally, I'd just leave it alone.

Not a bad idea to roll the car forward and back monthly but without starting it. My opinion is this is not necessary if you raise the tire pressures to avoid any potential of flat spots due to sitting.

Then in the spring toss the mothballs and desiccant, lower the tire pressures, disconnect the battery maintainer and drive away.

My 2c but I'm not a Concours guy.

*Continued on page 33*

# Classifieds

*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 15th of the month prior to publication date: editor@nordstern.org.*



## 1991 928S4

Red with tan leather. Automatic. 79k miles. All of the normal bells and whistles. Body excellent, interior good to very good. New battery and other work done. Runs good and shifts smooth. Beautiful car but desperately need the space with

new teenage drivers and multiple toys in my own collection. Too many "goods" to list, but I will attempt to list those some might find concerning. I have some but not extensive previous records or service history. Car was a theft recovery early in its life (93?) and therefore has a Salvage title. AC not working - compressor supposedly good but not blowing cold. Tires will need replacing soon. Overall an excellent opportunity to purchase a late model 928S4 at a reasonable price and complete to your standards. \$10,750 or reasonable offer. 952.658.9229

## 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, 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. Rear tires just replaced. All books and records. \$59,900. Please email wrdoherty@icloud.com.

## 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.

## Wanted To Buy

One Michelin Pilot Sport Cup 1, 225/40/18. Have one? If so, let me know: Tony@Carideogroup.com or 612-964-6441, text or call.

## 1999 Porsche 911 (996)

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

## Track Wheels for 944

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

## Silver 2008 Cayman S

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

## 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 Rescue . . .

*continued from page 22*

updated all the computer software in the car, reset the codes and it drove just like a new Cayman S with no issues! Amazing and some lessons learned.

Very satisfied by the great result and service of the dealership, I asked if they worked with a body shop. Which of course they had a an off-site location that did body work for the dealer and more than happy to give me an estimate for my car. My plan was to find a lot of used parts on my own and get the major body work done, such as the smashed fender and minor hood damage. Well they came back with an estimate to put the car back



together with all new parts, front and rear bumpers, fender, headlight and all the related little parts. Much to my surprise it was within what I was budgeting in my head. What to do? As to myself, I know how estimates go in any line of work, so I also needed to figure in some leeway. After weighing spending a little more and getting all new and original correct hardware and parts, I gave the go ahead to move it again on a flatbed truck to their affiliated body shop and get started.

The shop was very organized and came up with a detailed printed list of all the parts they needed to order to complete the work. Surprisingly most parts were available within a few days. That was the easier part, all the work and labor began which took weeks and much appreciated efforts. Finally after what

seemed like a ages from the start of getting the Cayman, it was ready for me to actually pick up. The car only had a salvage title that I transferred and no registration, so I had to go pickup a three day temporary plate to have the car on the road for the first time.

Upon arrival I was amazed at how well the work came out, the matching metallic paint flowed so nice with the actual lines of the car, and all the functioning lights, fog lights, etc., it looked like a brand new Cayman S out of the showroom. The car even still has that new car smell and did not have any signs of overspray, orange peel or any other crazy thing I was imagining. All the faults gone from the gauges, and the sound of the six

with its correct operating PDK going through the gears was like music to my ears. I was actually driving a late model Cayman S back home and into my garage, an experience that brought chills!

The next morning I was

off bright and early to the MVD for what is referred to as a level III inspection, which a salvage title car has to pass to be approved as road worthy and able to be registered and licensed. I thought I would drive right up, as how many cars get this inspection daily? Well I arrived when they opened and there were fifteen already ahead of me, so after about an hour wait, I was told to drive my Cayman to a

long garage in the back of the complex.

There were four inspectors that guided me in and asked for standard stuff, like turn on the headlights, turn signals, brake lights, etc. One guy asked me to pop the hood to see the engine, I said it was a mid-engine car and he looked at me not amused, and said pop the hood. So I did, then he came around sort of annoyed and said pop the hatch. I did and he finally came back to the window and said where is the motor in this thing? Finally after some discussions they lightened up a little and said leave the keys in the center console and go inside and wait. So I never was able to see what they did on the rest of the inspection. But finally I was called back and told that the car passed with no problems.

I left the MVD with registration, and a license plate. I was actually driving a late model Cayman S back home and into my garage, with chills again! Now safe and sound since it arrived on that transport truck a long few months before. The 981 Cayman is amazing and I am still learning all about it, the multitude of functions, the way it drives and handles, and the sweet sound of the 3.4 liter six.

The result came out just great, but there were a lot of risk and pitfalls along the way to get to the point of restoring it again to a great driving Porsche. I am not and am sure that most would not recommend doing what I did as this could have ended very badly, very expensive or a total loss. I did end up financially way ahead of the current value of the car, but it is a salvage title and that kills

*Continued on page 38*



# November 2018 Business Meeting Minutes . . .

The November meeting was called to order at 7 p.m. sharp!

## **President – Lara Dant**

Welcome new members Paul, Dave, Kurt and Pat! All attending their first business meeting. Looking for a VP for 2019. Send us ideas and/or raise your hand!

## **Vice President – Roger Johnson**

No update

## **Treasurer – Jeff Bluhm**

Via email, Jeff is trying to catch up after being out of town. Will be sending reimbursements from various club activities shortly, rest assured.

## **Advertising – Lara Dant**

Lara will be sending 2019 advertising invoices out shortly.

## **All Porsche Show – Phil Saari and Hal Voges**

No report, date is set for 2019 again a part of the annual Rosefest in Roseville.

## **Autocross – Andy Golfis**

Per email, no update

## **Board of Directors**

Per Ryan McGee, no update

## **Charity – Mark Kriesch**

Per email, Michael Grabner is almost done with the 2019 charity calendar photo editing! He just wants to fill in important dates for Club activities. Most dates have been sent to him.

Dave will create a page on the website for ordering calendars.

Check with Mike re: how many “extra” calendars we ordered last year for dealerships, raffles, etc. and make sure we ordered those again.

## **Club Race – Dave Sorenson**

No report. Lara will contact Dave soon to talk about 2019. Lara also talked to Doreen Ingebrigtsen about creating a design for a t-shirt next year.

## **Driver Education – Misty Martianos**

Welcome Misty to the position!

## **DE Registrar – Dave Anderson**

Monies from the recent events have been transferred to the bank.

Dave will create an event on clubregistration.net for the holiday party as soon as the details

## **Driver’s Training – Jim Bahner**

Jim requested reimbursement for the new event cones he purchased.

## **Fall Color Tour – Ron and Michele Johnson**

Contract is in place for 2019 with Pier B. Route determination is in process. Need to let members that Pier B rates are anticipating an increase by \$10/night next year. Registrar Dave will create an event on clubregistration.net to help facilitate the number counts and registration for this event. Help avoid email and phone questions.

## **Historic Archivist – Kim Fritze**

No report

## **Insurance – Dan Perinovic**

No report

## **Membership – Ed Vazquez**

Per email, we have 881 PCA members and 511 associate members in our region. We have been invited to participate in a German heritage fest in New Ulm in 2019. There is also an event in Duluth in September. Ed will start the 2019 membership renewal drive shortly with emails via clubtalk and the PCA eblast. Christie will send him last year’s wording for updating.

Ed is thinking about holding a re-scheduled New Member Social at Auto Edge in November.

## **Met Council – Bob Kosky**

No report

## **Newsletter – Christie Boeder**

November is in the mail with the Pdf on the website and available now as a download.

As always, thanks to everyone who sends in content! Keep it coming. Photo submissions always welcome.

Christie will be getting a quote for printing the newsletter in full color.

## **Rally and Drives – David Hudgens**

We do need to start obtaining insurance for the drives if Nord Stern is sponsoring them, plus signed waivers and an event report obtained.

Keep up the good work with all the drives.

Red River Region PCA contacted David to participate in a mini-Treffen next year in September.

Dakota Region also has a Run for the Hills every

*Continued on page 38*

*by Secretary Betsey Porter*

## Minutes . . .

*continued from page 37*

year, limited to 40 cars however. August timeframe.

### **Safety – Paul Ingebrigtsen and Chuck Porter**

Be safe! We should consider organizing a tech session with Dave Schall/Speedy for Hans devices. Lara will contact Dave.

### **Social Media – Betsey Porter**

Lots of engagement on Facebook, keep it up!

Twitter is not so engaged. Not sure how to get better.

BP needs to get back on Instagram and post our beautiful cars.

Dave Anderson is thinking about setting up a group text/paging service for announcements at BIR.

### **Shop and Tech relations – Roger Johnson**

Roger wants to try and do many more events with the dealerships, especially in the winter.

### **Touring – Randy Walker**

Via email, Vino in the Valley will be Aug 10, 2019

Dave will create an event on clubregistration.net for this event, too..

### **Track Relations – Jim Bahner**

Road America event confirmed for June 10-11, 2019.

Still trying to pin down dates for Final Fling.

### **Webmaster – Dave Anderson and Christie Boeder**

Maybe we can find a member who would be willing to help with this project. Dave and Christie are not able to find a lot of time for it.

New member Pat Douglas (a designer) offered to look at our logo and try to get an updated version done for the 60th anniversary by the end of the month.

### **Old Business**

Holiday Party - Michele Johnson will send meal options to Dave A so he can create an event on clubregistration.net for the party.

Roger is still confirming speaker/s.

Roger will finalize the program and the power point presentation.

### **New Business**

Roger will decide monthly meeting times and dates for 2019.

Meeting adjourned 8:26 pm

## Cayman . . .

*continued from page 36*

any resale. But I went through this process to own a car I can enjoy and drive, not as an investment.

I hate to think of what it went through and how it met its fate with a guard rail. Just as bad, sitting out in the unthinkable conditions of a junk yard. I treat my cars with utmost respect and level of care and feel so satisfied to bring it back to it's original glory. I survived a Cayman Rescue and now we own a part of the amazing modern Porsche technology and performance to complement our classic 911 that has been cherished in our family. Our Cayman will be well taken care of and bring great driving experiences for a long time to come, not to mention a great story.

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