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Photo by Josh
Hway of Dynamic
Photoworks

A 928 currently
being restored
in Iceland - Josh
documented his
'adventure' to the
land of ice in last
month's issue. It's
really a great story
so if you missed it
go back and back
a look!



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. Life members \$20 donation appreciated to defray costs.

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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website: <http://www.nordstern.org>

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

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 is available for our club's records.

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

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

Address Changes:

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

Ed Vazquez

email: membership@nordstern.org
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!)

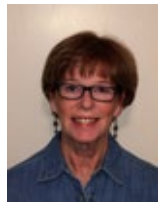
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Check your mailing label
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Contact Ed with any membership
inquiries or updates

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DE Registrar Dave Anderson	registrar@nordstern.org	Track Relations - BIR and RA	trackrelations@nordstern.org
Driver Training Jim Bahner	dt@nordstern.org	Webmaster	webmaster@nordstern.org
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

Tim Clifford

Lakeville, MN
2017 Black 911 Carrera S Cabriolet

Thomas Karn

Plymouth, MN
2009 Black 911 Carrera Cabriolet

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 (Nord Stern) 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: Sometimes 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 Roger Johnson, 2005 996 Turbo S, Guards Red

I am writing this month's column from the Carrera Café at the Porsche Experience Center in Atlanta. It looks out over the test track AND the Atlanta-Hartsfield Airport. Through some doors here is a great terrace where you can watch the cars on the track and a steady stream of planes landing and taking off.

Due to timing of connecting flights, I again had a bit of a layover and have from time to time I've checked in with a friend of mine who works here at PCNA. So I've been here several times. If you have

a couple of hours in Atlanta, you really should check it out.

They sell drives in many models of new Porsches on their test track, simulator time, and a variety of other experiences. I always enjoy the cars on display in the lobby area - which included a 992S, a GT3 Touring in green, a GT2RS in green, the new Speedster, and a 991

Targa painted a very unusual deep purple. The Heritage gallery was featuring a tribute to Brumos and had several of the great Brumos cars from that collection including 917-10, 935, 964 911 turbo, and RSRs. Also on display was 962 #1 which Mario and Michael Andretti introduced at Daytona in 1984. Unusual cars include the Schuppan 962 street cat and the Dauer 1994 Le Mans winner.

The gift shop is worth a look as well as they have lots of Porsche Design items, model cars (included 1/8 race cars at \$14,000) and

various swag. All this is free. You just tell the guard at the gate you are going to the Heritage Center and they give you a Visitor Badge. If you park outside on the upper level, you walk right into the reception area.

<https://www.porschedriving.com/atlanta>

Upcoming events you will NOT want to miss this summer include the **All Porsche Show** in Roseville (actually happening June 30!) and, of course, the **Club Race at Brainerd International Raceway later in July**. Details are in this issue of the newsletter and online at clubregistration.net for participants. Registration just to come watch consists of "Jump in your Porsche" and drive on over (or up north in the case of the club race!) to check both events out.

I trust by now you have seen in your email from Nord Stern info about our volunteer program. Events are always way more fun when you are involved. Please consider volunteering. We always need committee members, chairs, and assistants to the current chairs, so please reach out to me if you have an interest. You will find it very rewarding.

We have seen a significant resurgence in participation in ALL of our various club events this year and it's very gratifying to see so many members enjoying their cars and friends in the club. Hope to see you at an event very soon!

— Roger J.



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Collision Center, Inc.	17
Courtney Truck Service.....	10
Dan Perinovic, State Farm Insurance	20
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John Healey, Crown Bank.....	23
Imola Motorsports	IC
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Merrill Lynch, Peter Vickery	18
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Nurburgring, Inc., Rick Moe	37
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Porsche St. Paul	IC
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Schmit Towing	8

2019 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 interest of brevity and getting this newsletter over to the printer before we leave on a two-week vacation to Europe, my column will be brief and I'll feature a couple of photos from Roger J's recent visit to Porsche Experience/Heritage Gallery in Atlanta while waiting out a layover back to Minnesota. Some pretty amazing Porsches are on display! Enjoy.

And the rest of this column I'd like to devote to the upcoming Club Race 3-day Weekend just to remind members of what a great weekend this is; lots of track time for our Driver Ed peeps and of course for all the club racers, too. We've scientifically researched weather averages and this third weekend in July is truly one of the BEST weekends of the summer - and if our past years are any indication, it should be lovely again. So whether you are driving or spectating plan on coming up for the whole 3 days, the weekend or even just a day trip, BIR isn't that far from the Cities! This is, after all, the heart of the Lake Country and to list all the attractions of the Brainerd/Baxter/Nisswa area would take up an entire newsletter.

As we've done for years now, Saturday will feature the Silent Auction of what I always refer to as 'The Best Guy-centric Auction' bar none. Lots of Porsche related items will be offered; tools, Porsche memorabilia, toys, art work, the list goes on. And a Live Auction of a few of those more unique and precious items will be offered. Bring your checkbook as there's always something for everyone - and as always ALL PROCEEDS BENEFIT COURAGE KENNY! Donations MOST appreciated, too.

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange



So plan on coming up, plan on donating, plan on bidding, plan on watching some fabulous racing from any of those exciting, high speed corners of BIR - the track with the fastest average speed!



Above: 962-001 raced by Michael and Mario Andretti at Daytona in 1984. An update to the 956 which primarily featured the driver's legs behind the front axle which IMSA required for the car to race in the US. Ultimately made the car more stable and the 962 replaced the 956 globally.

Top Pic: Beautiful display of very historic cars.
917-10 back right.



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JULY**21-28 PCA Porsche Parade Boca Raton, FL****26-28 Nord Stern Club Race and Driver Ed @ BIR ******Eventmasters: Dave Sorenson****Driver Ed and Club Racers Register Online****Friday is DE only, Saturday and Sunday combined DE****Club Race Lapping, Practice Starts, Sprints, Enduro****Saturday after Silent Auction bidding, Live Auction****after the Track closes for the day and the Beer and****Munchies are out!****AUGUST****24 Nord Stern Vino in the Valley Drive *********NOTE: CHANGE IN DATE!****31 Cars and Caves will Feature our club, Nord Stern****Charity will be the Shriner's Hospital Twin Cities****SEPTEMBER****2 Rochester Labor Day BBQ****9 Nord Stern Business Mtg ******Location: Grizzly's in Plymouth****6:30 p.m. Social, 7 p.m. Meeting****22 Nord Stern Fall Colors Gallery Tour ******Balsam Lake, WI @ Balsam Arts****Noon: Brats and Beer, Gallery Tour and Drive****27-29 Nord Stern's Annual Fall Color Tour ******Headquarters: Pier B in Duluth****Eventmasters: Michele/Ron Johnson, Lauri/Greg Wagener**

Make your room reservations now! **#73816** is our promo number to secure these rates: \$209 Classic or \$239 Harbor View

A mix of rooms with either king or 2 queen beds are being held in both price categories. When all rooms are gone, they will honor the rate if rooms are still available.

OCTOBER**4 Nord Stern Last Fling Driver Training @ BIR ******5-6 Nord Stern Last Fling Driver Ed @ BIR ******7 Nord Stern Business Mtg ******Location: Grizzly's in Plymouth****6:30 p.m. Social, 7 p.m. Meeting****13 Beer and Bark Drive****2019 NOVEMBER****4 Nord Stern Business Mtg ******Location: Grizzly's in Plymouth****6:30 p.m. Social, 7 p.m. Meeting****DECEMBER****2 Nord Stern Business Mtg ******Location: Grizzly's in Plymouth****6:30 p.m. Social, 7 p.m. Meeting****2019****2019**

**WATCH YOUR PCA E-BLAST FOR POP-UP EVENTS
TECH SESSIONS, SOCIALS, DRIVES, ORGANIZED TOO
LATE FOR PUBLICATION IN THE
NORD STERN NEWSLETTER!**

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****June 29 • July 27 • Aug 31 • Sept 28 • Oct 26**

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.*

2019**OCTOBER****4 Nord Stern Last Fling Driver Training @ BIR ******5-6 Nord Stern Last Fling Driver Ed @ BIR ******7 Nord Stern Business Mtg ******Location: Grizzly's in Plymouth****6:30 p.m. Social, 7 p.m. Meeting****13 Beer and Bark Drive****Serving Minnesota Since 1983****SCHMIT TOWING**

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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

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Nord Stern's Website currently is unavailable for updating so just email any questions to any contacts on page 10 or editor@nordstern.org uestions, email editor@nordstern.org

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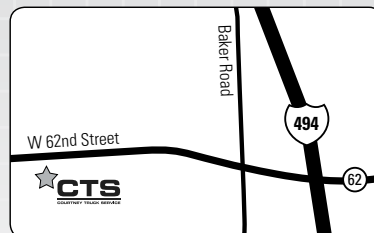
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Calling all Nord Sterners: Auto-Cross 2019 Opportunities!

2019 MINNESOTA AUTOCROSS CALENDAR (AS OF FEB 2019)

July 14th @	SUPERSUNDAY AUTOCROSS I	COM	DCTC
July 20th (Sat)	AUTOX	SCCA	WINONA
July 21st	AUTOX	SCCA	WINONA
July 27th (Sat)	MOWOG #5	MAC	DCTC
Aug 4th @	MOWOG #6	MAC	DCTC
Aug 18th	Practice Event #2	MAC	DCTC
Sept 8th @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 22nd	MOWOG #7	MAC	DCTC
Sept 29th @	AUTOX	SCCA	WEST SALEM, WI
Oct 5th	MOWOG #8	MAC	Canterbury Park
Oct 6th @	MOWOG #9	MAC	Canterbury Park

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

UPDATED APRIL 2nd , 2019

Drivers: Autocross is great fun, low speed, challenging and an excellent outlet for learning more about how your Porsche handles (punting cones is always *SUCH* fun!)? Participating in the full season/series is not required.

SCCA Performance Driving Experience @ DCTC: April 28 & October 20

PCA DRIVER EDUCATION at BIR: APR 26-28 SCHOOL & LAPPING, AUG 26-28 LAPPING, OCT 4-6, SCHOOL & LAPPING

SCM PRACTICE DAYS/LAPPING at BIR: JUNE 10th & SEPTEMBER 16th

SCM CAR SHOWS - Plastic Fantastic, June 15th, LUCKY'S 13 PUB --Cars Under the Stars, Aug 10, SAXE CHEV/BUICK

SCCA RACING EVENTS @ BIR: Regional Races May 22-24, July 5-7, & Aug 23-25

TCRC: Check out their Facebook site (listed below) for dates & times of Ralleys

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvscc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--AARON JONGBLOEDT 612-554-7105

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--CONTACT: SCOTT HEGSTRAND 612-619-8615

TCRC = TWIN CITIES RALLY CLUB--facebook.com/twincityrallyclub--CONTACT: BEN WEDGE 989-464-6961

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN

Lucky's 13 Pub=1800 AMERICAN BLVD., BLOOMINGTON MN 55431

Saxe Chev/Buick=Matt Saxe Chevrolet Buick, Belle Plaine, MN

REV040219

2018 Freidman Spirit Award (and our Porsche Story)

by Keith Fritze

It all began in April of 2004. April is the season when the snow and ice recede, then disappear in Minnesota. Many of the great Porsche cars start to appear on the roadways and drivers and club racers prepare to take their cars to the track, which is Brainerd International Raceway (BIR) in our region. I have always been a performance car enthusiast, but had postponed my driving ambitions while our then young family received the majority of our attention.

But now it was time. Kim knew this and had plans to drive us toward what would become both of our passions! She called up an old



work colleague of mine, Jon Beatty, then Chief Driving Instructor of our Nord Stern Region. She discussed taking our first Porsche to the track. But our first Porsche wasn't a car; it was an SUV! "It doesn't matter said Jon. All Porsches are race bred. Bring it to the track!" So off we went

with our new 2004 Cayenne S to my first Drivers Training event. It was fun intimidating all the little Porsche cars out there and driving the wheels off the Cayenne, but something more appropriate for the track would be in our future. Within a couple of months we had a new member of the family, a 1995 Porsche 993 that would become our DE track car that we still drive to this day. I had solicited my brother to find us the right DE track car and a beautiful white one appeared out in his home town of Denver, CO. Kim and I bought a couple of one way tickets and flew out with check in hand! Soon the car had a new suspension, seats, harnesses and DE roll bar. And what was to become many enjoyable track days in both of our futures.

Yes, Kim DE'ed with me in our days before club racing. She would exit the track after her 145mph runs down the BIR straightaway bursting with excitement and an ear to ear smile!

People take notice in your region when you are enthusiastic and passionate about Porsches.

Soon we were sliding down that slippery slope and enjoying every minute of it! One of our members asked us to become Registrars. We accepted. Soon after, Kim was asked to become social chair. She



accepted. And for Kim, on it went. From there she became Nord Stern Region President. Next in her sites was to become Zone 10 Rep, a national position. She wasn't shy about wanting that job. While at a club race at Heartland Park circa 2011, she told then Zone 10 Rep, Doug Pierce "I want your job". Doug chuckling and in his joking way said "sure Kim, I'll think about it". The next year she was Zone Rep, a position she wanted to own forever, along with lifelong friends and unforgettable experiences.

Kim then went on to become Audit Committee Chair and National Membership Chair. She and I also acted as co-registrars for the 2015 "Run for the Hills" Escape. On the club racing side, Kim acted as the liaison between the National Zone Reps and the club racing community. To this day she is still Registrar for



the Nord Stern Region's annual club race at BIR.

By 2010 Kim and I had both been DEing for half a dozen years. Remember, people take notice in your region of your enthusiasm for driving and participation in regional club activities. Mike Courtney who had been maintaining our 993 said "Keith, you should get involved in racing". He had said this more than once in the previous year. I thought about it and my internal voice said "it's now or never!" I was already in my mid-fifties. I followed that voice and was

numerous friendships nationwide.

After racing for five years with my Orange Spec Boxster (affectionately called "Orangie"), I was to receive two new assignments and opportunities in 2015. Vicki Earnshaw approached me at that year's Parade in French Lick about my first opportunity. "Keith, we want to develop a new Spec Cayman class. I want to get this moving. Will you take this on?" Little did Vicki know that I am an R&D person at heart (and in my previous profession), and this opportunity fit my interests perfectly. I



soon shopping for a racecar. In 2009 I had watched the Spec classes and decided that would be a good choice for me. I wanted to drive a mid-engine car that would be fun, competitive and economical from the consumables perspective. I chose the Spec Boxster as the class was newer and the car met my objectives. I test drove my first race car, an orange Spec Boxster at Buttonwillow, then purchased it and had it delivered to my brother's place for inspection and final prep in June 2010. Then I was off to the races! After my initial interview with Susan Shire and with all my new racing gear I went racing at MPH in Hastings, NE that June. What a hoot! I was hooked.

People take notice when you are enthusiastic and passionate about racing Porsches . . . I received the Michael Melton Rookie of the Year Award at Sebring in 2011. Kim and I went on to drive many tracks and develop

developed the spec with the support of Walt Fricke and others over the summer, and it was finalized that fall.

Rollout of the first Spec Cayman (SPC) cars happened in 2016. I built one of the first SPCs and drove it at the Sebring club race in 2016 along with Steve Anderson. I continued to help evolve the car and class rules through 2018, with the car proving to be a blast to drive and an excellent performer with reasonable consumables costs over a race weekend.

Vicki must have still been taking notice as in the Fall of 2015 there was to be yet another volunteer assignment heading my way. At the Rennsport V reunion, Kim and I ran into her while admiring the many historic race specimens. "Keith, I've been thinking. Would you like to become a scrutineer"? I didn't say yes right away. I waited until the next day!

Scrutineering has been another great experience and I am on my fourth year in this national position. I have scrutineered for a number of PCA club racing events including the Trophy East Series as well. I have also made both mechanical and electronic measuring tools for TE/PCA for compliance testing.

Both Kim and I have volunteered for many club racing events. We have hauled scrutineering and timing and scoring equipment around the country. We help with registration and track activities when an extra hand is needed at both club races and other PCA activities. And Kim has been a great supporter for me.

It's not the cars, it's the people. Actually, it's both the cars and the people! We are grateful to have had the opportunity to experience and provide contributions to one of the greatest car clubs on the planet! When people take notice of your enthusiasm for the cars, the people and the sport, consider volunteering!





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Out and About at the 2019 Auto Fair



@ Porsche St. Paul; Lots of Porsches joined in and were 'on view'!

All Photos by Josh Hway, Dynamic Photoworks

Club Talk . . . Talks

courtesy clubtalk listserv

Nord Stern @ Road America - It's a WOW

A really fun event the last two days with great weather! Thanks to Dave Anderson (and Mary) for hosting this again!

And thanks to Chuck Porter and Misty Martianos for driving down to RA to volunteer even though they weren't going to have fun on track

– Bruce A. Boeder

I second your comments. Great to be back at RA.

Thanks to Dave, Mary, Chuck and Misty.

My son Jeffrey has a great time. More importantly he relishes the photo of me get black flagged for accidentally crossing over the blend line on pit out while I was instructing him. Won't make that mistake again.

Great time - thanks.

– John VeLure

I'll second that!! Not only has it been a while since I was on the track, but also an event that had no accidents!! Such a well run event!

Thank you for making it such a great 2-day event!!

– Jerry Greene

Couldn't agree more with the comments on our Cheese Fling at Road America. Thanks to Dave Anderson and Mary Driscoll for all your effort coordinating this great event. It was an absolute blast with great weather and tons of awesome cars. If you missed it this year, be sure to put it on your calendar next year.

– Chip Smith

Ditto to all that.

This was my first time driving Road America and I see why so many people live it. Thank you ALL who helped out in any way to make this event happen!!!

– Todd F Smith

Thanks to Dave Anderson hosting and still having a sense of humor and Charles Porter (for ensuring no one put anyone in danger) and Mary Driscoll because I swear she could register people blindfolded, to you Bruce B for being amazingly cheerful at 7 am and also always glad you're there.

This was my first RA and I really wanted to see it and I had a good time and learned alot more.

We have a great group of people.:)

– Misty Martianos

In addition to all of the thanks that have been expressed I'd like to thank Jim Bahner for his negotiating and track relation skills! Thanks for working with BIR and RA to get these dates setup!

– Ryan McGee

I'm back from Road America and just closed the book on our Cheese Fling DE event. After breaking our streak of some 20+ years of making the annual trek east, it was great being back at the historic track and with all the 'Sterners (about 20%). Hopefully our 2019 event is the start of another long streak of DE's at this historic track.

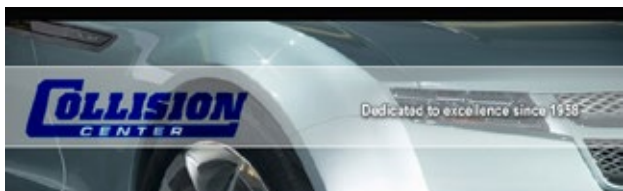
I wanted to thank all the Nord Stern participants in making this year another safe event. I can't begin to express all the positive comments that I received from the folks from Kansas, Texas, and even Florida. Each and every one said that they appreciated how courteous and friendly Nord Stern and our friends are both on and off the track. Many said that prefer our event over others.

Thanks to the many folks that helped in registration Sunday afternoon and Monday morning: Lara Dant, Ryan McGee, Chip Smith, Mary Driscoll, Misty Martianos, Chuck Porter, Bruce Boeder, and Todd Smith.

– Dave Anderson

And a huge Thank You to David Anderson!

– Bruce A. Boeder



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Somehow in the deep recesses of my mind I seem to remember my Dad offering me a rare tidbit of fatherly advice. *“Son, no matter what you do, never buy a car at night. Nothing good ever comes from not being able to see what you bought. Trust me on this.”* And I did. At least through my teenage years, where I only bought one car, a really clapped out, rusty Mustang. Really, it would not have mattered if I had bought this car in the day or night. It was what it was, a beater. Somehow as I was making my ways through my 20’s, I managed to forget that lesson along the way. But first a little background to set the stage, so to speak.

Do you remember the 80’s? Gordon Gecko said “greed is good,” guys got to wear pastel colors clothing inspired by Crockett and Tubbs (that a Miami Vice reference in case you missed it), gals had big hair and we were all glued to MTV watching the same ten videos over and over and over again. And for a brief few glorious years the U.S. Government allowed European spec cars into the U.S.

I had been reading *Autoweek* for some time and turning to those center pages with that tempting layout of classified ads, a treasure trove of exotic and sports cars waited. I lusted over them, reading all the details, calculating the prices based on current exchange rates, hoping I could buy one someday. But they seemed unattainable; after all I was in college and barely had enough to pay bills . . . let alone a Porsche or BMW.

But I noticed a trend. Many of these cars were so-called Grey Market cars, meaning they were European spec, but legal in the US. There was a loophole in the US Department of Transportation (DOT)/ Environmental Protection Agency (EPA) code where someone could import “a-once-in-a-lifetime” car that had to meet DOT or safety rules, but did not have to pass EPA regulations. This was a huge deal; the car could be Euro-Spec and that usually meant a more powerful car with way more HP than its American counterpart. And to make these cars DOT legal in the US meant bars in doors, the correct lights but frequently could retain Euro-bumpers, not the HUGE US federalized versions. Man . . . I wanted one of those Euro-versions!

So I made some calls. I got the DOT / EPA rules and talked to some of the shops that did the conversions. Now I must admit, many of these shops were . . . ahhh

Never Buy a Car at Night . . . Part 1

by RL Turner, Maverick Region of PCA

. . . let’s be frank here, not entirely ethical and honest in the methodology they used to make these cars “legal.” There were raids by the US government, and a lot of cars got impounded, breaking the hearts of the people that had waited patiently for them to clear customs, but that is not our story here. For me it was the glimmer of hope that I could import a few of these cars and save enough money for one of my own.

I talked to a friend and we agreed to put together a business to bring over cars for our friends that wanted bad-ass Euro cars for far less money than the American versions. We presented our idea to many of them and they took us up on the offer. Our goal was to make a few bucks on each car, enough so that we could both eventually end up buying our own. But here was the best part, I would get to go over to Germany and buy them. Sweet!

Through *Autoweek* ads I eventually found a guy that seemed to be a pretty good source of cars and he set up a bunch for me to look at when I went over to Germany during the Christmas break. I went with two of my college friends, we hung out in Munich for a few days to get our bearings before they went on to party in cities like Amsterdam, while I went on to test drive prospective cars to purchase.

This guy I had discovered and befriended was a major character; a crazy German I will call Hans. He had this STUPID Mercedes 500SEC (the sexy 2-door coupe) that was deep dark blue with black tinted windows. It had a 16 speaker Kenwood stereo system and either Brabus or AMG tuning (not sure which). This thing was fast and it was loud . . . at least the stereo part. Because of the color and window tint, a lot of people thought it was an undercover German Polizei car and for the most part left him alone. He was fine with that as it meant that he could drive it fast . . . which was pretty much all the time.

The first time we headed out to look at a car, we had to drive about 100 km on the Autobahn; Hans entered the highway and floored it. Funny thing, he never let up, until we had to leave the highway a few minutes later. We hit over 165 mph (270kph) and I was scared and thrilled at the same time. It was an amazing feeling as the highway compressed, the sides rushing in and the cars in the distance floating up right in front of you . . . now! We pulled up to an auto dealership that specialized in exotic cars and looked over



Continued on page 21

Club Talk . . . Clint Sawinski

courtesy clubtalk listserv

– Chip Smith

Clint was a truly outstanding human being. He made track days more fun and racing more meaningful. I really looked forward to the races he was at. There will be a huge huge gap without him.

I am so sorry he is gone.

– Tom Hayes

Clint Sawinski

Long-time PCA member and local Nord Sterner, Clint Sawinski passed early this morning (May 26); he had had no symptoms of a cancer that had metastasized into his liver nine weeks ago. He passed from complications. So very Sad.

– Jerry Greene

Wow, terribly sad and sudden news. What a fun guy to be around on club race weekends in the paddock. Great driver, great guy, he will be missed. RIP Clint, All our prayers and thoughts go out to your family during this difficult time.

– Keith Erickson

Wow! So very sad and surprising. My deepest sympathies to his family.



Damn, K keep hoping the news of his passing is “fake news.”

– Rick Tanler

Jerry, so sorry to hear of the loss of yours and Nord Stern’s good friend, Clint. Certainly, one of the good ones. I will always remember Clint just like this (Clint left, Jerry, right)

– Roger Johnson

I transported several times for Clint and Jerry and it was always a lot of fun - great guy, maybe he can take a few laps against Nikki. God’s speed!

– Steve Meydell



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Photo Above: From the Heartland Park Club Race 2018: L to R: Mike Courtney, Clint Sawinski, Michael Stewart, Mark Steingas, Rick Tanler

Buying at Night . . .

continued from page 19

the BMW 6-Series they had in stock. Then a sales manager pointed to a red BMW 635 CSI, handed me the keys and said I needed to drive it.

AHHHHHHHHHHH!! OMMMMMMMM!!!!

I was in automotive nirvana. WOW, I had never driven anything like this before and he told me to take it out on the Autobahn to see what it would do. Smiling, Hans said that we would! With his thickly accented English accent, he told me I had to drive the car very fast, as fast as it would go. So we headed out, and I got it up to about 155 mph (250 kph) before I chickened out, not wanting to push the BMW any harder.

We sourced many cars through Hans over the course of about a year and a half. But I want to share a couple more Hans stories.

One time over spring break, while all the other students were partying away in Daytona or Padre Island, I was across the pond driving and buying fast cars. There was a weekend where there were no cars to be bought so Hans suggested we head down to the French Riviera to move his offshore boat from one port to another. We got in the Mercedes and drove non-stop, at top speed, passing slow moving Renaults, Peugeots, FIATS and everything else for the matter - our speed like a shock wave that drove the slower cars into the right lane. We owned the left lane, it was ours.

We drove and drove, never below 140 mph (225 kph) until suddenly the car started missing and chugging. Then the fire went out of the belly of the beast and we coasted to a stop on the Autoroute. Great . . . stranded by the side of the road in the middle of France. No problem said Hans as he pulled a 10 gal (40lt) gas can from the trunk and filled the tank. Wow . . . glad we did not get hit from behind.

We did move the boat; it was one fast mother, a huge offshore or cigarette boat with two

Lamborghini motors. It was the first time I had to stand up in a boat as we hit wave after wave catching air. Hans knew of only one way to pilot this boat - flat out. Figures. It is like the time Hans and I picked up a brand new BMW M6 for one of his other US customers in Freiburg and had to drop it off in Munich. He asked me to follow him and when I reminded him that the car was brand new and the motor would probably be tight . . . he said there was only one way to break it in . . . fast. I had that car up to 160 mph (260 kph) and that Mercedes 500SEC of his would just leave me. Man that huge 2-door Merc was fast.

Although we bought several more cars through Hans, I needed to find another supplier as he only specialized in BMW's and Mercedes (and we had a couple of Porsches that we needed to source) so I found another guy that had a lot of Porsches for sale. Hans did warn me to be weary of this guy, he had a reputation. What the reputation was, Hans did not say and frankly I did not ask. But I needed the Porsches and I was (at least in my mind's eye) a good judge of character. This guy had a huge operation in Karlsruhe Germany with a massive warehouse. I visited and was amazed by the size of his operation, there were Porsches, Ferrari's, Lambo's along with every imaginable type of exotic car that was sold in Europe. I bought 2 or 3 Porsches and arranged to import them to the US, but the tide had already turned in the US and the Gray Market was already starting to slow down.

I made one last trip to Europe; problem was I only managed to save a few thousand dollars for my own car. I called Hans and he had nothing in my price range, then I called the Porsche guy, he said that I should come by, maybe he had something. I arrived late, at closing time and it was already early evening, the late sun slanting through the tiny windows in the warehouse, the rays making the dust in the air sparkle. He said to look out back; there was a very clean 914 that he

could let go for \$1,400. It was almost pitch black as I peered through the dark to look at the car. \$1,400? I could afford that. I wanted to like it, no, I wanted to love it and it looked great sitting there low and squat, its red paint fading in the gathering darkness. I bought it. My first Porsche.

To be continued . . .

Topics of Nord Stern Importance . . .

by Ed Vazquez, Membership Chair

It's been asked: Why Pay Dues to Nord Stern addition to the yearly PCA dues??!

Answer: Support our local Region of PCA (Nord Stern) and its activities!

- Receive our awarding winning monthly magazine
- Cool t-shirts, etc

How do I join Nord Stern?

- Go here: <http://paypal.nordstern.org/membership.html> (see pg 5)

What does membership cost:

- \$30 per year, \$80 for 3 years
- Life members suggested donations: \$20

Questions: membership@nordstern.org!

. . . PCA Juniors Program . . .

What is the PCA Juniors program?

It's not just the cars, and now it's not just the grown-ups! With the new PCA Juniors program, PCA is about the kids too! The PCA Juniors program has been created so kids can enjoy PCA events, learn about Porsches and build the enthusiasm that runs through all of the Porsche Club of America.

Who is eligible?

Any child under age 18 who is registered by a current PCA member can participate in the program. Sons, daughters, nieces and nephews, grandchildren, brothers and sisters all qualify.

What will the child receive?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Juniors ID badge. PCA looks forward to developing the program and its features over time.

What does it cost to register?

It's FREE! Participants must be registered by an active PCA member, and there is no cost to join!

Register here:

<https://web.pca.org/index.cfm?event=pcajuniors>.

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It's a Por-Sha!

by Marsha Drake

I'm on a mission to conquer the world of Porsche Mispronunciation.

Like many PCA members who are bothered by the degradation of our beloved marque's name to one syllable, I correct nearly everyone I meet who is an offender. I try to be polite, of course, thinking that I am doing them a favor so that they sound intelligent in the future. I even tell young people that they will impress their friends by articulating "Porsche" correctly. For those rookies who own one of these great cars or maintain or detail them, I add a proper amount of shame to convince them to mend their ways. "Since you know these cars, you need to speak the name appropriately."

Some people acknowledge the rectification but defend their offense by proclaiming their reason for it. For example, "Oh, I thought that if you owned one you could say Por-sha, but if you didn't own one, you had to say Porsh." Okay. Or how about, "I thought they say Por-sha in Germany, but in the U.S. we say Porsh." Okay again.

Then there are other people who immediately ignore my kind, respectful edit of their word by mispronouncing it one or two more times in the subsequent discussion. Really? I feel tempted to abandon my generous courtesy and scream, "I give up! It's hopeless!" But they would just grin at me and walk away, thinking what a goofy woman they just talked to. Others might grunt about how arrogant Porsh owners are.

But I won't give up. I've decided to use another method of persuasion with a simple embroidered statement of "It's a POR-SHA" on a hat. That way I can shout the

message without saying a word. I don't think Ferry or PCA would mind, since I'm not using the emblem. I think the stallion on the crest would approve with a whinny. Maybe I'll even do a t-shirt or jacket in the future. Or put it on a large banner that I can carry to car shows and wave it in the air. Yelling it at the top of



my lungs, however, would definitely be going too far. Although it's tempting.

Any Nord Sterners share my passion for this crusade? If so, let me know and I'll get you a hat like mine for \$25 that you can wear aggressively and carry on the quest with me. Maybe by joining forces we can rehabilitate the world and make sure that Dr. Ferdinand is honored properly and the dignity of these fantastic cars is maintained. Email me at 1452mike@frontier.com.

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Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner.

We will have our first rest stop in Pepin with a second rest stop at the **Eau Galle Cheese Factory** near Durand. Browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at **Vino in the Valley**, approximately 4 pm, we will line up our cars for a Porsche show for the patrons to enjoy.

Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information and pictures check out their website:

<http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 24, 2019
- **Start Location:** Point Douglas Park, Prescott, WI
- **End Location:** Vino in the Valley
- **Time:** Arrive by 10 am: The drive will begin at 11 am
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and a brief driver's meeting
- The event will be open to the first **70 Nord Stern** members who register by **August 20, 2019**
- Register online at clubregistration.net (ONLY ONLINE!)

Where We Were . . . 60 Years!

curated by Ron Faust

The cover features a large group of Nord Sterners who went out to two track events in California. On the front cover: Back Row L-R, **Erik Johnson, Marcus Gustafson, Teresa Vickery, Bob Johnson, George Balbach, Jim Oppenheimer, Joel Pfister, Mike Hoke, Brian Raeker, and Tony Swift.** On the front row: **Toni Murphy, Tom McGlynn, Roland Manarin, Scott Knollenberg, Todd Hoeft, Mike Breckenridge** (see image below). The back cover of the issue includes Club Racing National Staff **Bruce Boeder, Mike Melton, Alan Friedman, Anita Moyle, Ruth Harte, and Harry Hall.**

March 1997

- **Teresa Vickery** wrote about this large group of “California Dreaming” Nord Sterners. Willow Springs was the first stop. Instead of sunshine they encountered chilly wind and blowing sand. Martin Snow and Dennis Aase drove their monster machines ahead but **Tom McGlynn** kept **David Murray** (“his ownself” as Teresa said) in Tom’s rearview mirror for the whole race.
- On the next weekend Nord Sterners represented 25% of the field at Sears Point. They did so well that rumors floated on the internet during the following week. Teresa said the best rumor was about the turbo fenders and ten-inch rims on **Erik Johnson’s** car.

- Editor **Christie Boeder** relays an email from an English teacher the Boeders met in Alta; he was originally from Ireland and at the time lived and worked in Japan. A Nord Stern member, he had taken his 911SC to Tokyo and it was still running well. Maybe those 911SC engines really are bulletproof. The scans are loaded with photos from the Holiday Dinner, taken by **Jill Daneu.**
- In his column President **Dave Weisel** floated the idea of adopting a charity. This is an idea that has certainly gone a long way.
- Finally, **Kim Crumb** got to “55 Events: The Sequel—wrapping up 1996.” First, he did 100 mph in 10 seconds at a drag strip in his rented Mercedes 600E. He vanquished the competition in his 600E after that. Then to BIR where he did 160 mph into Turn 1, coming out at 150. Soon later he lost a tire on the main straight. Then he was back in the 928; he gave some woman a “ride and drive spin” at one of the fall events and she got out and was quoted “Honey, let’s sell the house!” He dominated all the rest of the events of that fall.
- **Eric Philofer** was running Drivers’ Education. A New Members’ Dinner and another Women Only School was also planned.
- Leon Spheeris of Milwaukee Region wrote about his trip to Stuttgart and his special introduction to the new Boxster. He noted that production in Germany was sold out for two years and there were waiting lists in the USA. At that time all the engines were run on the “dyno” for 30 minutes and painting was still done by hand.
- Paul Young of San Diego Region wrote a brief history of the 930 Turbo.
- Andrew Warren of San Diego Region contributed a technical article entitled “What’s a Limited Slip?” The outside rear wheel rotates faster while the inside tire is allowed to rotate slower. At speed the inside tire will tend to spin because on a turn because the engine torque is directed to the wheel with the least amount of traction. A limited slip transmission limits the amount of slip in the differential so all the torque doesn’t go to the inside wheel with the least traction. A drawback is that in snow or rain, both rear wheels break loose



at the same time (as I have learned the hard way).
Without limited slip you usually still have three wheels going straight.

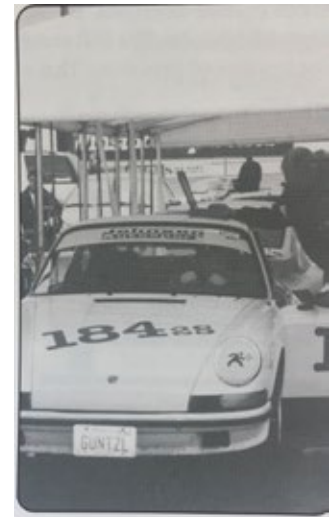
- The Marketplatz filled a page and included:
- 1991 C2 Targa for \$36,500 in red/black
- 1986 944 Turbo with 72,000 miles for \$10,800
- 1987 911 Cabriolet in Champagne gray/Burgundy miles for \$29,000
- Used IBM Thinkpad with a 1.2 GIG hard drive for \$2,900!!!
- 1997 911 S in orange/tan for \$13,500
- 1959 356 A Coupe #107062 by Eric Johnson
- 1986 1994 Turbo in guards red/camel for \$10,400



Luis & Vilma Fraguada assign seats at their all 944 T table - nice tie, Luis!



Michelle Rothman and her winning smile as 'Queen of Timing'



Joel practicing his "death grip" on the wheel as Bob Johnson looks on.
Note: 'Guentz' plates were left on for this trip for the good karma - and it worked!
Photo by Teresa Vickery



Roy Henneberger looking cool in his 'Born to Wax' jean vest and shades



Jim to Bobbi Miller, "some guy in the bar told me that the engine was missing from the rear of my 944!"



Membership Chair Joe Rothman is "King of the Phones!"



Ron Smith happily displays his 'Biggest Garage' hat



Dave



Rob Bernard and Angie Chicone announce their engagement!

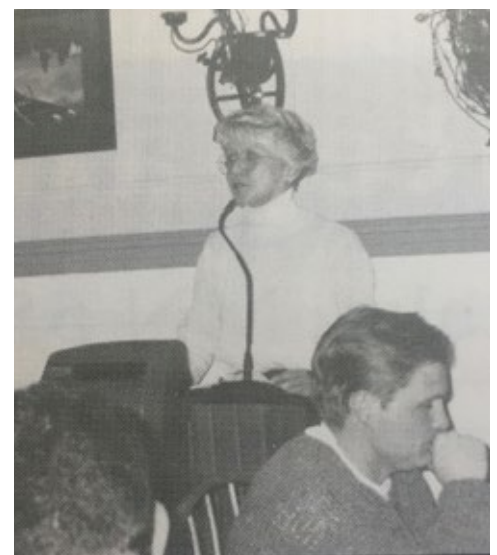
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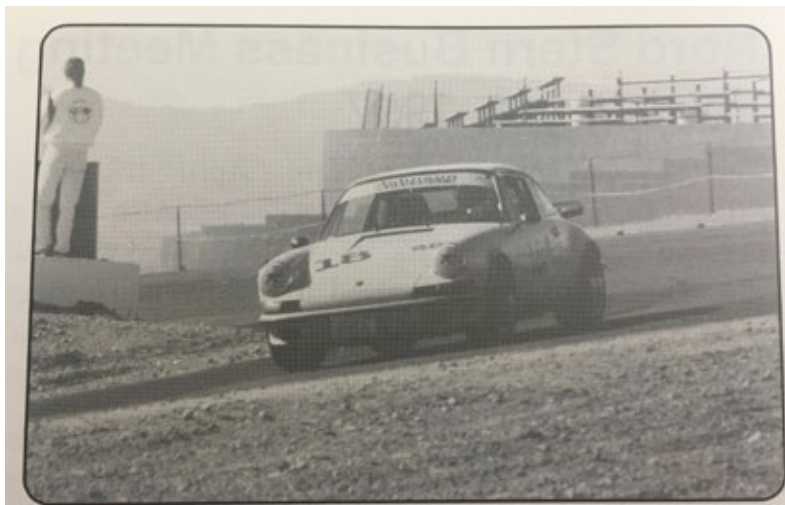
Victor and Susan Lee enjoy the evening festivities



All 944 T table: Terry Johnson, Jim & Bobbi Miller, Rick & Cheryl Sojkowski, Kelley & Scott Mayer, Luis & Vilma Fraguada



Roastmaster Teresa Vickery



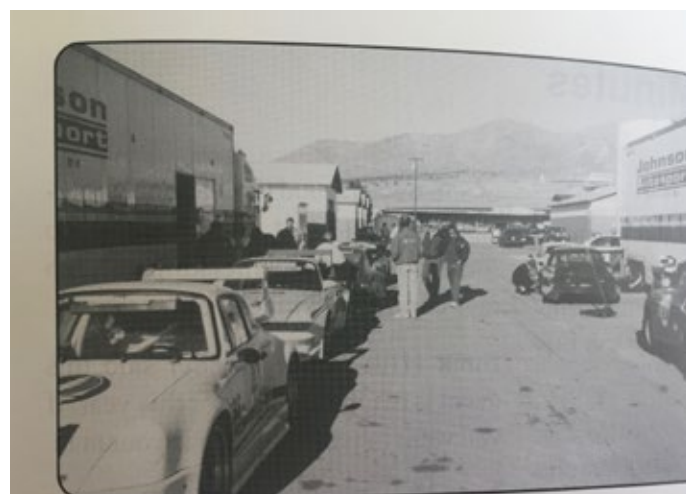
Teresa at Willow's wicked turn 4 - I look LOTS faster than I am
Photo by Bruce Miller



Dave Weisel and Christie Boeder



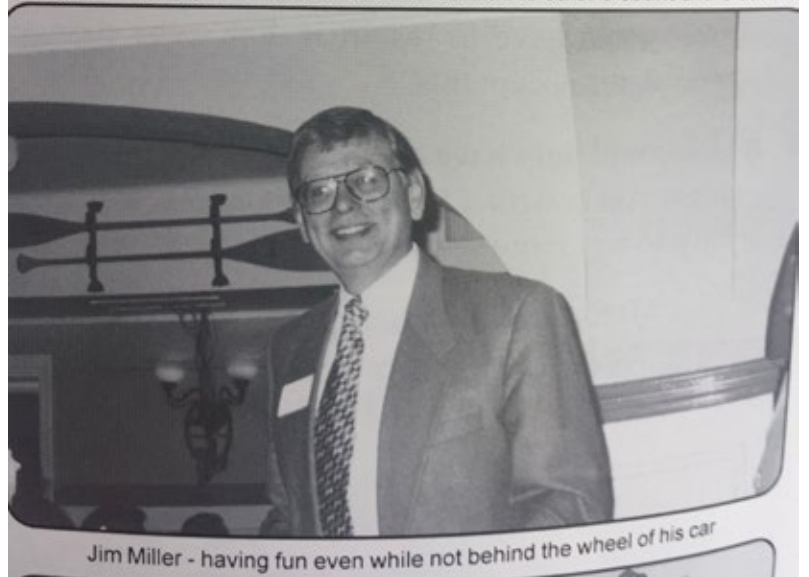
Back Cover: National PCA Staff: Bruce Boeder, Mike Melton, Alan Friedman, Anita Moyle, Ruth Harte, and Harry Hall.



Wait a minute! This is Sunny Southern California! What's with the parkas.
Photo by Teresa Vickery



Dave Weisel presents Terry Johnson w/ plaque as retiring board member



Fifth Annual Nord Stern Fall Color Tour



NORD STERN

GALLERY RUN

Sunday, September 22, 2019... 12 Noon
Come for the colors, stay for the galleries

- Host providing Grilled brats and beers from New Glarus Brewing Company
- Gallery Tours of Balsam Arts featuring local and regional artwork
- Tours of this historic 1938 Nelton Anderson Building available
- Cost: Donation of \$10 per vehicle ● register at clubregistration.net ● proceeds to Courage Kenny
- Optional drive to gallery will be organized with a start time and location TBA

314 Main Street, Balsam Lake Wisconsin

www.balsamarts.com

Michael Jekot
2019

You may want to update the look of your car with an almost-new set of takeoff wheels you found, or you may be looking for a second set of wheels for track or winter use, so since they came off another Porsche, they'll fit your car, right?

Not so fast! There's a bunch of stuff you should look at before you take the plunge or you may regret it.

Wheels are actually quite complex in design, fitment and materials used, so we'll try to clear up some of all that info.

Materials and Manufacturing:

Depending on the type of auto, and its intended use(s) the wheels are manufactured in specific ways and with different materials.

Let's first look at the different materials.

Steel: Steel wheels are easy and cheap to make. Most of the wheels up to the 60s were made of steel.

Aluminum: Provides many of the benefits of steel but also offers the reduced weight that comes from using a lighter raw material. The majority of the wheels today, particularly in sport cars, are made from aluminum.



Magnesium: Generally used only for racing.

Magnesium is even lighter than aluminum, but it comes at a higher price. Magnesium wheels require a lot of maintenance and can ignite if subjected to extremely high temps.

Carbon Fiber: The latest of the "exotic" materials used in wheels. Lighter and stronger than steel, aluminum or magnesium, carbon fiber is ideal for racing and special applications. Its only downside at the moment is its very high cost which makes magnesium wheels look affordable.

The different ways in which wheels are manufactured can greatly affect the quality and cost of the wheel as well.

Cast: Most wheels use the gravity cast forming process, where molten metal gets poured into a mold and forms a single piece wheel that's easy and cheap to make.

A second way to cast wheels is by using the low

Wheels . . .

by Pedro Bonilla, GCR PCA, April 2019

pressure casting method which uses positive pressure to fill the mold. This creates a denser, more uniform product which will therefore be heavier than by using the cast forming process.

Flow Formed: Starts with a low pressure casting and uses strong rollers to shape the barrel and lips under extreme pressure and heat. This way of manufacturing also strengthens stiffens and adds resistance to impact.

Forged: Forging begins with a billet block of special aluminum alloy. The wheel or its components are then CNC'd or pressed from the block of metal. The aluminum alloys used in forging generally offer a superior quality product allowing for the use of less material to make a stronger and lighter wheel.

Forging also offers much more flexibility and creativity in wheel design.

Multi-piece wheels: This way of modular manufacturing breaks up the wheel in sections. The main benefit is that this allows changing the dimensions of the wheel versus monoblock wheels that are forged or cast into a fixed size. Multi-piece wheels allow for increase or decrease of the wheel's width and change of the offset. In case of wheel damage, only the damaged part is replaced, reducing cost.

Fitment: Now that you're armed with the information it's time to check out the fitment.

My car, a 1998 Boxster came from the factory with:

Fronts: 7 x 17 – 55, bolt pattern: 5/130

Rears: 8.5 x 17 – 50, bolt pattern: 5/130

That means that the fronts are 7 inches wide, they are 17 inches in diameter and have an offset of 55 mm.

The bolt pattern 5/130 means that the wheels have 5 lug holes equally spaced on an imaginary circle with a diameter of 130 mm.

A few years ago I needed an extra set of wheels for the track so I started looking and found a very nice set, at a good price, from a much newer 2007 Cayman S which had the following specs:

Front: 7 x 17 – 55, bolt pattern: 5/130

Rear: 8.5 x 17 – 48, bolt pattern: 5/130

The question was would they fit?



The fronts were identical, so fitness was not an issue there.

The rears had an offset of 48 which as 2 mm less than the originals so that meant that the outside edge of the wheel would be 2 mm further into the wheel well.

I knew they would fit but I also wanted the wheels to fill out the fenders a little more so I decided to install spacers. Our cars need to have Hub-

Centric

spacers

so I

purchased



a set for my car which consisted of two 10 mm spacers and two 15 mm spacers.

They are placed between the hub and the wheel and their function is to physically push out the wheel by their thickness. I



decided to put the 15s on the front and the 10s on the rear because that way the wheel wells would be filled just about

right for my taste.

Keep in mind that when adding spacers you also have to replace the lugbolts with longer ones. Add the thickness of the spacer to the length of your bolt and that's your new length. You don't have to replace the bolts if the spacer is 5mm or less.

Porsche does all it can to have defect-free vehicles, but every now and then they have a major problem. This one affects all 75,000 of the 2017 and 2018 Panameras. The power steering can fail while going straight or while in a turn, or be intermittent in the turn.

1. About how many of these 75,000 are in the USA?

- a. 12k
- b. 18k
- c. 24k
- d. 30k

Source: <https://www.cnet.com/roadshow/news/porsche-panamera-recall-power-steering/>

2. While Porsche will fix the cars for free, what is causing the problem?

- a. Faulty PS pumps
- b. PS hoses collapse when they get hot
- c. Shimming tolerances in the rack & pinion
- d. Faulty software

Source: <https://www.cnet.com/roadshow/news/porsche-panamera-recall-power-steering/>

3. Every production 911 has had a flat-six engine, as well as the 914/6, and, until recently, the Boxster and Cayman. But did you know they also made a flat-eight in different displacements including 2.0L and 2.2L? What was the first Porsche to get a flat-eight?

- a. 904
- b. 906
- c. 908
- d. 910

Source: <http://exclusive.multibriefs.com/content/the-history-of-eightcylinder-porsches/transportation-technology-automotive>

4. Cost-cutting development sharing is becoming mandatory under the VW umbrella. Porsche says they are working with Audi to develop a premium electric car platform more intensively than ever, and can cut its development costs by _____ by pooling resources on vehicle architectures, modules, and components.

- a. 20%
- b. 30%
- c. 40%
- d. 50%

Source: Porsche Panorama, Dec 2018, p 42

5. A/C on air-cooled Porsches was always a challenge, but usually successful. There is an inherent common issue in the 964s and the 993s that causes the refrigerant to leak out. The system is pretty bulletproof except for the _____ in both models.

- a. Compressor
- b. Freon/Refrigerant flex lines
- c. Evaporator core
- d. Freon/ref connections

Source: Porsche Panorama, Dec 2018, p 126

Answers: 1) d, 2) b, 3) a, 4) c, 5) d

Answers:

NORD STERN JULY 2019

Rochester Labor Day PORSCHE Picnic

*Looking for a great way to start the fall season?
Then join us Monday, September 2nd 2019*

*This is a **BYOBB** event!*

Location: Brian and
Gina O'Neill's home
(See Address Below)
Starts: 12pm (Noon)
Ends: 4pm (Or Later)

*Bring Your Own
Beer & Brats!!
(Grills Provided)*

Please **RSVP** by Aug 30th



PORSCHE



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

MPH Club Race 2019

courtesy Julie Bailey, Zone 10 PCA Rep

Congratulations to Nord Stern member **Mike Courtney** for his recent wins in class GTC4 at the recent PCA Club Race at Motorsports Park Hastings: a number of Nord Sterners attended and raced:

Sprint 1 - First Place AND Sprint 2 - First Place Congrats, Mike!



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May - October
8am - 11am

For more information, visit: www.mncandc.com

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2019 Open Lapping

Friday, May 10, 2019
Wednesday, July 3, 2019



Cost: \$295 open track all day

*Brainerd International Raceway
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Format: No run groups
Multiple drivers allowed per car
*Lunch 1 to 2 p.m. – Parade laps on track

Requirements: Prior High Speed Track Driving Experience
Vehicle Tech Inspection Required
Contact us for details

Contacts: Linda Schmid: linda@slowpokes.org or 952.943.9567
Andy Schmid: ams@amschmid.com or 952.943-9567
Jim Bahner: jim@qualitytapeinc.com or 651.492-9459

.....

If your happiness requires more Track time, visit www.slowpokes.org and sign up now!

What's In Your Collection

by Danielle Badler, Rocky Mountain Region PCA

Not wallet, although it can be kinda the same thing, can't it. If you spend it wisely, on collector cars.

Just ask Jay Leno or Jerry Seinfeld.

In my peripatetic wanderings over the Internet, I recently came across two "listicals," of "50 cars in Jay Leno's collection" and "40 cars in Jerry Seinfeld's collection." I have no idea who assembled the lists. It doesn't say. And they're a bit of a misnomer, because a number of cars on Jerry's list are no longer in his possession. They've been sold at auction. Nonetheless, the lists are an interesting peek into what someone does when they're inveterate gearheads and they have the means to scratch their respective itches.

I seem to recall Leno saying two memorable lines about his collection. The first is something on the order of "you'd do the same thing if you were me." And the second is "this is what you do if you have more money than brains." I can't argue with either.

Leno's brood features a lot of weird stuff, many of which, like the jet motorcycle and souped-up Olds Toronado, have been documented many times. But how about the original "Back to the Future" DeLorean from the movie? A Tata Nano? An MG TD hot rod with 340 hp? A '63 Chrysler Turbine? I distinctly remember the turbine. A friend's father tried to get one. I thought they were just loaned out, sort of as a nascent test market sort of thing. But, then again, I'm not Jay Leno.

He also has a lot of brass cars. This category really leaves me flat. I've been wondering for years what people actually do with them. Dust them off for parades? Use them to test various dilutions of Noxon metal polish? I don't know.

Except there are a few that actually get my attention; the Stutz Bearcat and Mercer Raceabout. Right? They're the original sports cars. The latter is on the list. But a Stutz? I don't know. There's no mention. You listening, Jay?

I would, however, add Jay's '06 Stanley Steamer Vanderbilt Cup Racer. For sentimental reasons. I grew up on Long Island. And I remember spending quality time trying to visualize these beasts galavanting around potato fields that today are just so much suburban sprawl.

Oh, and Jay also owns a '34 Rolls-Royce Phantom II, with a Merlin V-12 that puts out 1,000 hp and 1,806 lb-ft of torque.

Along with two Miuras, an original 427 Cobra (blue with white racing stripe, of course,) a '17 Acura NSX, a '17 Ford GT, a '17

Audi R8, an '11 Morgan Plus 8 and a '69 Lotus Elan.

I don't think he owns a single Ferrari. But he does have a McLaren MP4-12C and a McLaren P1, which I've seen him wax poetic about, on his "Jay Leno's Garage" TV show.

But the crowning glory, to Leno, is the McLaren F1. According to the write-up, the '94 is now worth \$12 million. Jay says he doesn't have a favorite in the collection, but this is the first one he would save from imminent disaster, if he had to.

Who could argue with that? Maybe Jerry Seinfeld, if truth be told. Jerry's love of all things Porsche has been well-documented. But a 917-30? In Sunoco blue? It's one of six, and it was never raced. I had no idea. We are not worthy.

To me, that's the single most badass Porsche ever made. But Jerry doubles down, with his own 962, a 959, a '97 RSR and a '64 911 once owned by Ferry Porsche.

He sold his Speedster at Amelia Island for \$1.4 million a few years ago. Along with a '63 Carrera 2 Coupe, a '58 597 Jagdwagen, a Penske IROC RS (with "Revson" on the side,) a 550 RS and, wait for it, a 718 RSK Spyder ... 14 cars in all.

Ah well. Jerry still holds on to an Aston-Martin DB-5 (silver, of course, like in the movie) along with a Miura and a Countach (like Jay,) a Daytona (which started stumbling on an episode of "Comedians in Cars Getting Coffee," with Amy Schumer turning green, maybe from exhaust fumes,) a Healey 3000, a BMW 507 and a Beetle.

Like Jay, Jerry also has his numbnut cars, a Fiat 500, a Fiat Jolly, a BMW Isetta (you know, where the door is the whole front of the car,) a Karmann-Ghia (with a Porsche engine) and two (yes, two) VW buses, one converted to a camper.

Like Jay, Jerry also has a 300 SL and a Morgan. Although Jerry's is a Plus 4.

Fitzgerald famously said the rich are different from you and me. To which Hemingway allegedly added, yes, they have more money. My take has always been that this kind of crazy money allows one to indulge in whims of fancy mere mortals can only dream about.

But dream we do, don't we. Gotta go, and buy a lottery ticket.

Balsam Art Tour and Drive - Save the Date!

Sunday, September 22 is the **Date to Save!** We will meet at the historic, renovated Balsam Art Gallery for brats and beer, tour the gallery, see some local art with an optional guide for touring other galleries.

Artwork right, by Nord Sterner, Artist, Bon Vivant Mike Jekot!

Developing Details:

- Host-provided Grilled Brats and Beers from New Glarius Brewing Company
- Gallery Tours of Balsam Arts featuring local and regional artwork
- Tours of historic 1938 Anderson-Nelton Building available
- Guide map to regional galleries available for an afternoon cruising option
- Cost: Donation of \$10 per vehicle • registration WILL be at clubregistration.net • ALL donations for Courage Kenny!
- Optional drive to gallery will be organized with a start time and location TBA!



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I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe
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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.



1988 Porsche 924S in Stone Grey

Manual transmission, 128,000 miles \$4,250 o.b.o. Nice opportunity for a cheap daily driver or race car candidate located in St. Paul. The body is in good shape, this was originally a Florida car and spent much of its life in Arizona. It was

repainted in the original color at one point, so the paint generally looks good, but there are a few blemishes as you'd expect. Mechanically, the car runs and drives well and is generally in good shape, with a few known issues noted below. It's on a Minnesota collector plate, so there's no annual tab fee going forward. Recent work done: New brake pads with EBC Red pads up front, New fluids (engine oil, brake/clutch fluid, transmission/diff oil) in the last ~2,000 miles, Upgraded to LED dash lights, Shift linkage upgrade, Aftermarket seats, All dash lights upgraded with new LED's. Nice and bright, Timing belt was replaced at ~120k miles according to the previous owner, so you should be good to go for a while.

Known issues: New replacement (black) interior has been installed, but only in the front half of the car. I have the rest of the new interior carpet pieces and the rear seatbacks if you want to use those to complete the interior installation. Previous owner added a push-button start. Otherwise, the key and ignition still work normally Odometer stopped working recently, so the reading is a few hundred miles low. This is a known issue with these VDO odometers. Speedometer still works fine. E-mail sthanley@mtu.edu or text 612.200.6619.

Wheels

Newly refinished 991 Sport Design II wheels for wide body fitment. These wheels are for wide body fitment - 991C4 or C4S. Part numbers are 991.362.166.33 & 991.362.161.32. They were completely refinished. Acid dipped to remove the old paint and then powder coated a platinum metallic silver. They come with the center caps and original TPMS sensors. They have not been mounted or used since they were refinished. Nothing wrong with them, I bought a set of BBS wheels and since these have been sitting and taking up space my wife says they need to move out. Contact Trent - 612-208-2839 or twaite@tdwco.com



1986 911 Turbo

74,000 miles. Blk on Blk. Very honest original car; paint, engine, tranny, exhaust. No accidents. Cert of authenticity. New leather dash, windshield. Valve work by Ollie's of Arizona December 2018. New fuel pumps, CDI unit and coil, alternator. H4 headlights, 964 mirrors, Nakamichi CD/Radio (have all originals). Starts and runs flawlessly. Pre purchase inspection done at Auto Edge April 30th 2019. \$89,000. Bob 952-201-1271 or Bob@mplsdesign.com

1990 Porsche 944 S2

\$8,500, 137,668 mi, Great DE Car or Daily driver. Maintained by AutoEdge since 1993. All belts and tensioners replaced at 137,302 mi Features: Recaro SRD driver seat with 5 point harness and harness bar (original seat included), 968 sway bars front and rear, koni adjustable shocks front and rear, 250 lb front springs, one degree negative camber, lowered and corner balanced, Class 1 hitch receiver with hitch, one set hre wheels 17 x 8.5 and 17 x 9.5. Also available: Porsche Design 90 wheels 16 x 8.0 and 16 x 9.0 (\$1,000), Utility trailer with enclosed and lockable box on 40 x 48 in frame with 8 in wheels and bearing buddies. (\$250). Contact: Bill Votel 952-435-3554 evenings or bvotel@mac.com

Used 356/912 parts

356: 1 cylinder head; 1 camshaft/camshaft core set; 4 rod cores; 2 zenith carburetors w/ manifolds
912: 912 engine core complete. Inquiries: szejmet@aol.com

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

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



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European model shown. Some options may not be available in the U.S.



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