

North Stern Region PCA

November 2019





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

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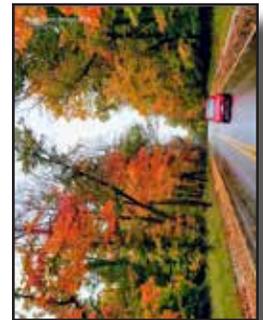


Cover: Photo by Peter Eskuche,
AIA Eskuche Design Group

Bill Corcoran and his 911T while at BIR Last Fling DT and DE
on Hwy 77, the west side of Gull Lake

A Fall Foliage Porsche 'Driven moment

Photo left, Bill at BIR with THE 911T @ Last Fling, Bill bought the 72'
a mere two weeks after his wedding: still has the car and still married!
Photo by Christie Boeder



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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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

email: membership@nordstern.org

Mail renewal checks to:

Jeff Bluhm

9145 Breckenridge Lane
Eden Prairie, MN 55347

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

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

Check your mailing label
for your expiration date

Contact Ed with any membership
inquiries or updates

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		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

Alex Irely

Minneapolis, MN

2006 Artic Silver 911 Carrera

So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

ClubTalk: E-mail listserv for member (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!

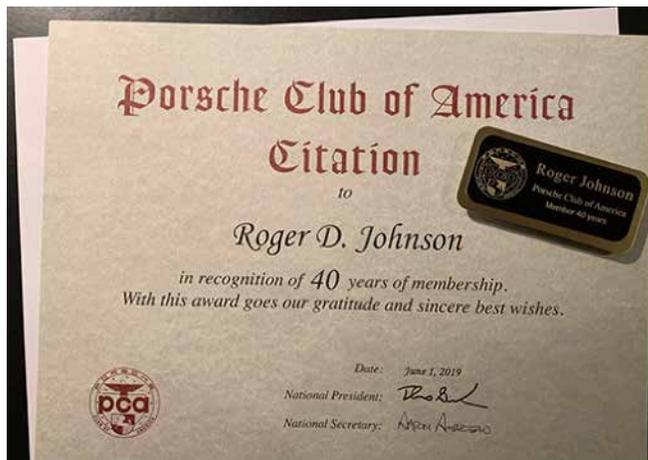
Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

The Prez Sez . . .

by Roger Johnson, 2005 996 Turbo S, Guards Red

The year just continues to fly by. Seems like just yesterday we were eye-balling those snow piles wondering when we could pull the car cover off and fire up the Porsche. Now I am getting the turbo ready for a long winters sleep.

The other day this showed up from PCA. After initially just feeling old, I had a flood of great memories. 2019 represents my 40th year in the Club and Nord Sterns 60th. It seems odd that I have been a member for 2/3rds of Nord Stern's very rich history. My journey



began, no doubt very much like yours, by buying a very pretty blue 1977½ 924 in the spring of 1979. The half part is important because Porsche made a mid-year update in an effort to make an absolutely terrible car into a car that was only terrible. It was quite nimble compared to other cars at that time, but the 95 hp AMC sourced engine vibrated horribly and vapor locked even on a cool day. I loved it and was hooked.

I joined PCA after reading an ad in the old newsprint version of Autoweek and my life was changed. I did my first DE at BIR with that car knowing nothing about what I was getting into. In those days, just as today, club members took me by the hand and showed how to do everything - from bleeding brakes (I had never heard of this . . .) to driving a "line" around the track. All these people became lifelong friends.

The next year I saw an ad in Panorama for the Treffen to Stuttgart and got a friend to join me on the first of several trips to the Porsche factory and in those days, to Weissach. Its only now I realize how very special that trip was. I went with some folks to Werke 1 where we were invited into the basement where Frau Behr sold them what were then obsolete racing parts. Like 2.8 liter pistons and cylinder kits which now are worth a fortune. We had dinner with Ferry Porsche and other Porsche executives. I got to ride around the Weissach test track in a 935. They showed us all kinds of things at Weissach and basically said "don't tell anyone." A far cry from today.

I next scraped together the money to buy a new 911SC in 1981 which cost more than my annual salary at the time (long, but entertaining story for another day) and away we go down that Porsche 'path.'

Because of my involvement in PCA and Nord Stern, I have met some amazing people, from the Porsche dealer in Mandan, ND, who befriended me as a son to current factory drivers, PCA has taken me to amazing places. As with much of volunteering, I have gotten much, much, more in return. Everyone can do the same. Get involved . . . Good things will come you!

Advertiser Directory

311RS	27
Auto Edge	BC
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
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Porsche St. Paul	IC
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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

As a first for me as the editor of the newsletter, I received an email from PCA forwarding an email from a PCA member here in our region. I thought I'd feature this in my column this month as I know there are people who know the writer. Here's what came to me:

Old Nord Stern Member (from 1969-82) and founder of Carousel Porsche Audi in 1969, needs to find one of the original Carousel License plate frames. Original frames had Carousel written in "Circus type script". This script was designed by Sam Mancino; again Sam and I were originals of Nordstern and I designed and ran the first "High Speed Time Trials at Donnybrooke" in 1970-1972. Please send any leads or info to Jack Zimmer, strickenchicken@hotmail.com 952 595 0427 or cell 612 503 0506.

I have owned personally and on floor plan, hundreds of 911-914's, and never saved a license plate frame. Please give me some help. Thank you,

-Jack Zimmer

Now how interesting is this! So I of course emailed Jack back as I certainly knew the name and said I'd be happy to send out this appeal and if he had other interesting info to share I'd love to include it in an upcoming email.

He did respond and send a few scans with fun and interesting descriptions: Photo (right) of Carousel Racing team ca 1970- front to back: the late Nord Sterner Tom Countryman, Jack Zimmer, Porsche 914-6-track records: Donny Brooke, Mid America

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange



Raceway, Wentzville, MO. And Blackhawk. Ron Pflieger Porsche 356 Speedster, Deceased and Jim Sechser, 356 Speedster, deceased.

Photo, Above, of Jack Zimmer Porsche 914-6. You can see the "Carousel" in white 'Circus Script' as it was when I

founded Carousel Inc. in 1969. Photo taken at MAR 1971, won the race, and established C-Production SCCA track record at Mid-America Raceway.

LOTS of photos in this issue from a number of event; I have even more event photos sent over (thank you members!) that I'll be using in the upcoming issues when the driving season is on hiatus while winter descends. :)



Carousel Racing Team 1972



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NOVEMBER

12 Nord Stern Business Mtg **
 Location: Lifetime Fitness in Chanhassan
 6:30 p.m. Social, 7 p.m. Meeting

DECEMBER

10 Nord Stern Business Mtg **
 Location: Lifetime Fitness in Chanhassan
 6:30 p.m. Social, 7 p.m. Meeting

JANUARY

10 Nord Stern Business Mtg **
 Location: Lifetime Fitness in Chanhassan
 6:30 p.m. Social, 7 p.m. Meeting

APRIL

29-May 2
PCA Spring Treffen
 Location: The Broadmoor, Alpine Mountain Region

SEPTEMBER

16-19 PCA Fall Treffen
 Location: The Greenbrier First Settlers
 Potomac and Shenandoah Regions

2019

2019

2020

2020

2020

**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.*

. . . 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.](https://web.pca.org/index.cfm?event=pcajuniors)

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Red River: www.RedRiverPCA.org

Great Plains: www.gprpca.com/

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St. Louis: www.stlpca.org

Nord Stern: www.nordstern.org

Wichita: www.wic.pca.org

One Stop "Shopping"

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

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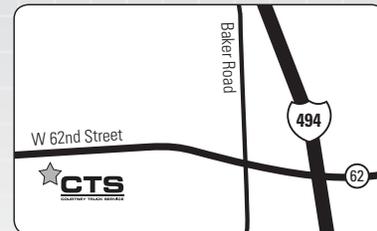
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Chasing the Championship . . .

by Jim Southwell,

It's that time of year here in the US, most major race series are winding down and the championships are firming up or determined. As this is written, IndyCar is done, with Josef Newgarden of Penske securing the title. NASCAR is three races into the "Playoffs" as they continue trying to promote their series as akin to the stick-and-ball sports, with seven (!) races to go. Kyle Busch is looking good there, running what looks a little bit like a Camry. In IMSA, the series most Porscheheads would follow, it is shaping up very nicely. One race to go, the Petit Le Mans at Road Atlanta, is one week away. Anyone interested will know the results before My Editor (I'm flattered!) posts the November Nord Stern newsletter on the club website.

But . . . Let's go over the results so far and see where the Porsche GT Team stands in the WeatherTech Sportscar Championship. This is the third year for the current RSR, and by far the best. Right now, the team has secured the Manufacturer, Team, and Driver championships, with only the Endurance championship yet to be determined. The 911 car is leading that battle with the Ford team six points behind, tied with the 912 car. They got to this enviable position by winning six of the first ten races, and three races with both cars on the podium. They entered the Laguna Seca round, race eleven of the series, not having won at that track with the mid-engine RSR. That didn't change in September.

Luckily, our hectic retirement schedules allowed Gayle and I to attend the eleventh round and see these phenomenal cars in action. Arriving at the track Saturday morning, we made a beeline to the Porsche GT Team's garages and started soaking it all up. This was to be a big event, as IMSA is celebrating their 50th Anniversary this year. We saw Scott Atherton, IMSA President, in the paddock, and congratulated him on the series' success, not knowing that within a week he would announce his retirement. Great job, Scott!

Standing near the garage occupied by the 911 car, we spotted Bloomington Jefferson grad Phil Reinhard,



Phil Reinhard with one of his charges

overall Crew Chief for the team. Phil was only too happy to come over and chat with us and give us some insight into the running of the team. Phil works with a group of embedded engineers from Porsche's racing department and also the Michelin technicians that counsel the teams. IMSA allows the teams generous testing time throughout the season, and they have already tested at Daytona, Watkins Glen, and others, and will test again at Road Atlanta before Petit Le Mans. IMSA has not inflicted any Balance of Performance adjustments on the team to equalize performance, a surprise to me given their dominating performance this season. The Corvette, BMW, Ford and Porsche teams and drivers are so competitive together, that strategy on tires and fuel usually wins the race.

Come qualifying time, we were up at the Corkscrew to see the action unfold. It's interesting to see the teams attack this corner, and there



912 takes a good line at the Corkscrew

were several lines attempted, with some cars entirely onto the curbing and paved apron beyond that. I suspect it is just a matter of finding the right braking and turn-in spot, but it does not work out for Nick Tandy's 911 car, as he came off the curbing abruptly, putting a lot of stress on his left rear tire, causing the car to do a 180 spin. Luckily, he was able to get the clutch in and brakes on, and smoothly back the car down the track to Corner 9 using his



911 about to spin at the Corkscrew

rearview camera! Another lap or two netted him eighth place on the grid, with the sister 912 car ending up fourth. BMW took pole.



I'm going to miss the sound of the center exhaust next year

Continued on page 25

New Car Time . . . Two

by RL Turner, Maverick Region of PCA

One yellow Porsche moves in and the other yellow Porsche needs to move out. Such is life. My wife is amazing. I have said many times over the years that I married way out of my league. For twenty-nine years she's put up with me! Think of it, she's been with me on this crazy car journey for almost thirty years. Between her first car and the car she drove when we got married (BTW, it was a terrible Nissan Pulsar), she's had three cars. Since we've been married, it's been more like fifty cars for the Turner Family both as a unit and our sons' cars. And thirteen of them were Porsche's.

I have the buying and selling of cars down cold, to a science. Whoever buys one of my cars is lucky indeed. The buyer always gets a car that's in way better shape than when I bought it. I hate to let a detail slide, even small ones. For example: the Boxster S (aka LMNHED), I recently sold was missing the leather binder for all its manuals. So, I did my research and bought one from Suncoast. Yep, no detail left to chance. Is it a bit obsessive? Yes, guilty as charged.

As I mentioned in my previous article, if you've never heard of or looked at Bring-a-Trailer, or BaT as we aficionados call it, think of it as your daily dose of automotive crack, via email. I know what time the daily email listing of car-auctions hits my inbox: 7:15AM. I know when they go live and when they end. I love to guess the amount of the winning bid; (I'm frequently wrong). In the Comments Section (a/k/a the Peanut Gallery), I comment on cars I like and sometimes try to offer sage advice. Operative word is "try". It's a great platform to sell a car. But for the uninitiated or naïve BaT has drawbacks. If, as a Seller, you under represent, post limited photos and in general do not document your car, you can be in for a rough ride. If, as a Seller,



you're not engaged, well the "peanut gallery" can be brutal. So, the best idea is to over represent, post way too many photos and be proactive. For the most part, cars sold by engaged Sellers do well.

I prepped LMNHED for the auction. Cleaned, detailed and paint corrected to an unbelievable level. Add a long cold Sunday sitting in my freezing garage with a Dr. Colorchip kit, fixing tiny rock chips on the front bumper and hood. Then I had the Intermediate Shaft Bearing (IMS), Rear Main Seal (RMS), clutch and pressure plate replaced. I took over one hundred and thirty photos. Yes, LMNHED was ready for prime time. The auction went live and the comments and bids came rolling in. I was an engaged

seller and LMNHED reached its reserve and sold.

It sold to a couple from nearby Argyle, TX. They reached out through the Contact Seller button and we agreed to meet so they could inspect the car. They saw the level of detail and condition the car was in. They hinted that they'd win the bid. They did. It was so easy. No coordinating the payment, waiting for transport or the new buyer flying in to pick the car up and drive off. The winners drove twenty miles to my house, brought a cashier's check and drove off. As they pulled away, I didn't turn around and watch the 2002 Speed Yellow Boxster S drive off. I did like LMNHED.

Now my new 2014 Racing Yellow 981 Cayman S (with PDK) wears the LMNHED license plate. We call it LMNHED 2. And I love it. But, surprise, the car buying mojo in the Turner household wasn't done. What!?! Remember I still had the pick-up truck and my wife still drove the snore car, her Mini Cooper Countryman. Base model, or as I called it, Justa-Mini. No go-fast goodies, no S or JCW. It was slow, bumpy, ill handling and my wife never got comfortable driving it. Point was, we didn't need three cars. We liked the comfort of the truck and its relative safety (compared to the Mini), but we used the truck to haul stuff exactly three times in two years.

We talked about it and decided to go from three cars to two. The casualties? The truck and the Mini. We decided to look at SUV's. Bigger than the Mini, smaller than the truck; the perfect compromise. We'd still haul stuff in it, it would be safer than the Mini and more comfortable. We looked at the Mercedes GLA 250 (too small), GLC 300 (meh), Range Rover Evoque (small and too pricy for what you get) and a Discovery Sport (big meh). We talked about BMW and Audi, but my wife never got past the photos. We thought about a Certified Pre-Owned (CPO) Macan, but she didn't like it (don't know why). Then she looked at the local Porsche dealership website and found a CPO Cayenne Diesel. One owner, low miles, heavily optioned – it now sits in our garage.

So, the Turner garage has two Porsches: one white and one yellow. We have the go-fast Porsche and the hauling and long road-trip Porsche. You know, I'm OK with that, because two Porsche's is always better than one. I think that the car shopping is over for now, at least until I start shopping for a stock/un-modded 944 Turbo (a/k/a 951). Shhhh . . . Just don't tell my wife.



So, What's a Treffen, you ask??

Treffen – ‘to meet’. That is the entire concept behind the PCA Treffens: an opportunity for PCA members to meet their fellow Porsche enthusiasts in some of the most spectacular locations in North America. From the ski valleys of Tahoe and the Hill Country of Texas to the beautiful scenery of New Mexico and the mountains of Western Canada, PCA's Treffens provide the opportunity for members to drive some of the best roads in North America and enjoy five-star hospitality at world-class hotels.

The Treffen North America emphasis is on the social side: meet your PCA friends, but perhaps, more importantly, make new friends who enjoy the same type of exclusive experience that the Treffens provide – spectacular hotels and unique driving opportunities set in locations offering unparalleled scenery and luxury.

PCA has put together a four-day event with an emphasis on guided tours hosted by the knowledgeable local Regions' experts and a Navigators Day Off to allow for doing just what you want that day, with several opportunities for different local and resort activities, all prepared with you and your well-being in mind. After a hearty breakfast, explore scenic driving roads like the Lake Tahoe loop road, Hill Country's best, Tail of the Dragon, Route 66 and Canada Highway 1 to destinations both beautiful and historic, with lunches included. Return to the host hotel and enjoy a grand Happy Hour with your friends before sitting down to sumptuous meals. Treffens do not include competition, other than how many new friends can you make and how best you can enjoy your time in a unique location.



Join us at a future PCA Treffen. It's time for you 'to meet' up with your fellow PCA enthusiasts in an environment unlike anything else you have ever experienced with PCA!

2020 Schedule:

Event	Dates	Location	Host Region
Treffen Spring 2020:	April 29-May 2, 2020	The Broadmoor	Alpine Mountain Region
Treffen Fall 2020	September 16-19, 2020	The Greenbrier	First Settlers, Potomac & Shenandoah Regions

Nord Stern October Business Meeting Minutes . . .

The meeting was called to order at 7:06 pm

President – Roger Johnson

Welcome members Karen Carson, Tim and Melanie Clifford, Mark and Molly Nygaard, Josh Hway. September minutes as published in the October newsletter were approved.

Vice President – Chip Smith

Working on filling the open chair assignments for 2020.

Treasurer – Jeff Bluhm

No report, cash flow is more than adequate. We would like to start looking for a successor for Jeff in the coming year. Any interested club member, please contact Roger or Chip for information. Would be helpful to shadow Jeff who has been our treasurer for more than 10 years.

Secretary – Betsey Porter

No report.

Advertising – Lara Dant

The person who agreed to take the chair position is unable to take the position, conflict of interest with his employment position. Please send suggestions or to volunteer to Lara!

All Porsche Show – Phil Saari and Hal Voges

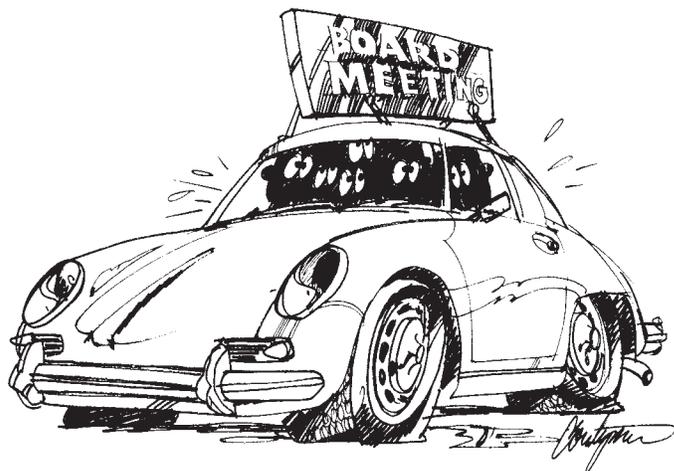
No report but working on finalizing details for 2020 already.

Autocross – Andy Golfis

No report

Board of Directors – Lara Dant, Ryan McGee, Paul Ingebrigtsen

Board will work on updating the bylaws this winter



Charity – Mark Kriesch

No report. Christie reported that the registrations (\$10 per vehicle for the Gallery Run, minus processing costs) will be sent to Courage Kenny. Dave A will notify

Jeff of the transaction.

Club Race – Dave Sorenson

No report at this time

Driver Education – open position

Person solicited for the position will not be filling the role, again Send ideas. Final Fling event went great despite the rain on Saturday. Almost a full school on Friday, 90+ registered for Driver Ed. Need to discuss re-organizing the run groups over the winter due to the vast speed difference between the various Porsches participating in DE.

Driver's Training – Jim Bahner

The new schedule went well.

Fall Color Tour – Ron and Michele Johnson

43 cars participated. The drive was great!

Ed indicated Blue Fin Bay Resort will offer a deal for people who want to stay Sunday and/or Monday night after next year's FCT. Contact his directly if interested. Roger Johnson will work on a Cirrus tour for next year as well.

Historic Archivist – Kim Fritze

No report.

Insurance – Dan Perinovic

No report. There is a need for setting up a calendared schedule for applying for insurance for the events we organize that need insurance as supplied through PCA.

Membership – Ed Vazquez

There are to date 904 PCA members in region. 622 Nord Stern members (PCA members in our region who are paying the dues for the newsletter). The current membership tri-fold needs to be updated, Christie will work on that and coordinate printing.

Met Council – Bob Kosky

No report

Newsletter – Christie Boeder

October is in the mail (it is online but not accessible yet; Posts aren't hooked in - a work in progress. Will continue printing center spread in color, not much more expensive per issue than the current pricing. Josh Hway has a contact (a Nord Stern member in fact) for a full color newsletter who VERY interested in doing this for us. He and Christie will connect with him to begin getting info.

Rally and Drives – David Hudgens

No report. Christie reported that Mike Jekot would be interested again next year in a fall Gallery Run to Balsam Lake and that she'd be willing to work out another route.

Registrar – Dave Anderson

New drivers got car number stickers for their cars and they worked GREAT for Final Fling! Per Karen Caron, the corner workers loved them as they are very readable. They feature the driver's name which is fun.

Bobby Viau Jr indicated AutoEdge would be interested in sponsoring them for 2020. We had five people who registered but did not drive; do we refund their registration or push it to an event next year? Consensus to push to next year.

Safety – Chuck Porter

We need to go back to handing out Driver's Meeting attendance stickers. Due to the rain on Saturday at Last Fling it was felt they wouldn't stick so weren't handed out. Adding an additional run group is a great idea.

Jim Bahner will speak to some of the instructors about what the Driver Ed goals and rules are to make sure we are all on the same page.

We did not have nearly the number of issues we had at Club Race

Social Media – Betsey Porter

Facebook engagement is working well with posts appropriate and focused on Porsches (with only one or two exceptions - and those were pulled down). Instagram is active with lots of people and companies tagging us in posts.

Shop and Tech relations – Roger Johnson

Planning a 992 event at both dealership.s

Touring – Randy Walker

No report. Vino in the Valley already in the planning stages for 2020.

Track Relations – Jim Bahner

Dates almost final for 2020, contracts in process.

- First Fling April 24-26
- Fromage Fling June 8-9
- Fast Fling – July 24-26
- Final Fling Oct 2-4 (Jim will ask if this could be moved earlier but not optimistic)

Webmaster – Dave Anderson and Christie Boeder

Website has been transitioned but there are empty links as they work on filling them with content. Always seeking additional Photos, Articles, Commentary.

Old business

60th badges are still available for volunteers

New Business

Holiday Party: Roger is moving towards a

fall garage party with drinks and appetizers on November 16, 2019. Watch for details.

Then would like to have a winter party in later in February or early March of 2020.

Roger wants to put together a video for the fall party, send videos and photos. Christie will send/share photos from various members as have been submitted throughout the year. Not all end up in the newsletter so there's a number available that'll touch on most events held this year.

Ideas for other events: Brewery or Distillery tour in winter. Casino rally/tour as designed by Dave A. Looking at a spring date for that.

Meeting was adjourned at 8:17 pm

Respectively submitted

Betsey Porter, Secretary

No Front Plate!

At this month's business meeting and social, we had a presentation from the Minnesota United Car Council, Inc. This group, initially Corvette Club members, is pushing the Minnesota legislature to adopt legislation that allow enthusiasts to opt out of mounting front license plates on you new GT2RS or used Boxster.

Currently in MN you don't need a front plate if you have "collector" plates, so this is not completely new in MN. A number of states have already adopted legislation similar in nature and more are proposed.

House Bill HF 1817 was introduced by Representative Hertaus on 2/28/19.

Senate Bill SF 2694 was introduced by Senator Hall on 3/26/19.

You can review the details of this legislation by going to MinnUCC's website at www.minnucc.com and clicking the links to the bills. There is much more info on the group's website.

This effort needs your support. What can you do?

1. Check out the details at www.minnucc.com.
2. Sign the petition there.
3. Donate after you sign. They need to hire a lobbyist to get this done.
4. Contact your legislators and ask for their support.

Thank you for supporting this effort. Watch this space for updates as this works through the legislative process.



Club Talk, or, What are Members saying . . .

Last Fling, Final Fling, Fall Fling 2019

Dave (Anderson) and Nord Sterners,

I just want to thank (Eventmasters) Lara Dant, Ryan McGee, (Safety) Chuck Porter and (Registrar) Dave Anderson (and Mary Driscoll!) for making Fall Fling a great event. Lots of effort by everyone.

Big Thanks, John Velure

And as Dave says: I don't think Club members always understand how much they help and welcome our guests. Whether someone reaches out or not, you all play a part in promoting Nord Stern! He Shared this email he received after our last DT/DE event:

Dave,

I just wanted to let you know how much fun I had at BIR last weekend. You and fellow club members ran a great event. Even though I didn't know any of the other members I never felt left out. Thank you and I look forward to participating in future events!

– Tom Huber #107

Great job everyone,

Decades ago, I joined Nord Stern and drove up to BIR just to see what the heck DE (Driver Ed) was all about.

My first expectation of the club was that everyone would be rich jerks, and that my very basic 911 would be found lacking by them. The exact opposite happened, everyone was welcoming and immediately members pointed out little things on my 911 that were helpful.

Our first Fall Color Tour was exactly the same and helped my wife Susan find a home in the club.

The next level of involvement for me was when I started volunteering. It seemed like I had a chance to get to know every single person in the club! So if you haven't volunteered yet, your only cheating yourself on a great club experience.

Have a great week! Keith (on vacation this week) Jones

Fall Color Tour 2019

Thanks to all that attended the 2019 fall color tour!

We had about 40 cars and 80 people and beautiful weather! Looking forward to next year!

Same date, same place, with a different agenda for our Saturday

outing to be determined.

– Ron & Michele Johnson, Greg & Laur Wageneri

Ron and 2019 Fall Color Tour Team,

First, great Job on last week's Fall Color tour. We got the best weather on Saturday for the drive. Plenty of Fall Colors, good company, and a lot of wildlife, (Deer, Wild Turkey's and one Eagle), seen on the way back to Pier B. The Hayward Area and The Lost Lake Land Lodge will be a must return visit for me at some point.

Something to think about for next year: A Blue Fin Fall Color Tour Extension Option. There are rooms available to rent Sunday and Monday night after the 2020 Fall Color Tour at Blue Fin. If anyone is interested in extending your tour further up the North Shore, please contact me so I can reserve a small block of rooms at Blue Fin and possibly get a group rate. Since they will sell out regardless of whether Nord Sterners come up, you should act ASAP. There are NO formal events for the extension.

Enjoy the North Shore on your own, but Ali and I will be available to give recommendations on drives etc.

Who knows maybe "Ranger" John Dixon might be attending!

PLEASE NOTE: This is NOT a replacement tour, but an extension of next's years 2020 Fall Color Tour. Since this extension starts SUNDAY (after 4:00 p.m.) there is NO 2 or 3 night minimum at BlueFin. Contact Ed at edmn911@yahoo.com if interested.

So, What Could Possibly go Wrong?

I want to give a tremendous shout out to **Dave Anderson** and **Mary Driscoll** and **Ron and Michele Johnson** for their help and guidance with our flat tire during the spirited drive back to Hayward at this weekends Fall Colors Tour in Duluth. These folks went above and beyond the call of duty as we proceed to find our way back to Duluth and Pier B. We ended up getting towed about 70 miles to Duluth as this was the only place that could get the tire we needed by Monday, as most places nearby could not accommodate a Porsche. I would highly recommend AAA Plus if you have no spare in your car, as they will tow to up to up to 100 miles for an annual fee of about \$100, but we did not have. We ended up paying for

Continued on page 38

NORD STERN NOVEMBER 2019

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Gallery Run to Balsam Lake and Balsam Arts!
photos by Kevin Egan, 2018 Cayman



Gallery Run to Balsam Lake & Balsam Arts!
photos by Kim Crumb, 928 GT



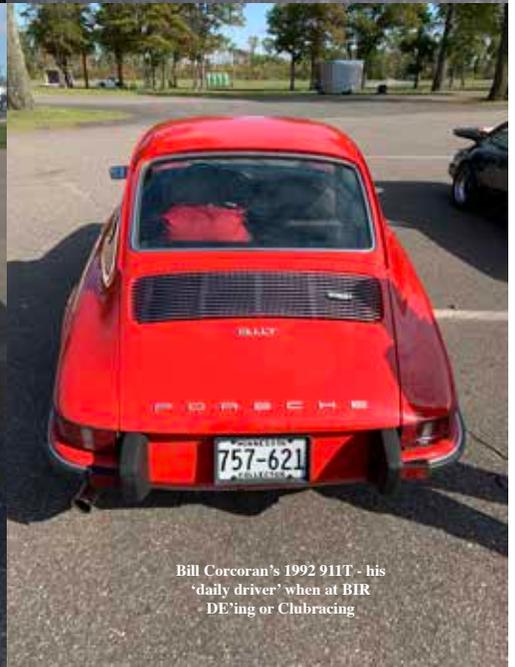
Bob Viau of AutoEdge gets Bill Wolfson *back on track*



2nd Gen: Maddie Lee joins her dad Vic Lee driving on track! Car #29,



Michael John and the 'Polizei' race car are BACK!



Bill Coreoran's 1992 911T - his 'daily driver' when at BIR DE'ing or Clubracing

A few Random photos from Last Fling at BIR

photos by Christie Boeder





The Lakes, the Food, the Friends ... and, The Track! Last Fling '19

photos by Peter Eskuche

Car #150 and Jeffrey Eckhoff went through DT, all smiles!





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If a Picture Paints a Thousand Words

Scans from the July 1997 Nord Stern newsletter



#1

Number One:
Susan Arndt being led by Teresa Vickery,
"by the way, Sue, there is something I think you will want to see
or, "gee, how has your winter been?"



#2

Number Two:
Do you choose Door number one, door number two,
or door number three?
or "Yes, Sue, there really is a Santa Claus
(and his name is Doug)!"



#3

Number Three:
Happy Mother's! What a package.
Susan Arndt's 1976 911 S
Club Racing, here I come!
By the way, you now have your own brake pads to change,
lines to bleed and gas tank to watch!



#4

Number four:
Susan speechless for once! What a surprise
(and yes, Sue, EVERYONE has known for eons,
and can you believe NO ONE let on?)

So, I remember this well and while the photos may not show the surprise and glee as well as we'd like, rest assured this was a 'presentation' to end all presentations! Susan Arndt had NO idea what was behind 'door #1' but just follow the order and you will!

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PORSCHE

Chasing. . .

continued from page 11

Sunday was cooler by close to thirty degrees from Friday, nice and clear with a breeze. We again hung around the paddock with the



Porscheplatz at Corner 5, great!

plan to partake of the Grid Walk, where all the fans can mingle with crew members and see the cars up close. Phil again obliged us and spent more time telling us about the time



Drivers appeared at Porscheplatz, dreaming elsewhere

the team has spent each June in Germany and France preparing for Le Mans. They have been familiarized with the new RSR that they



Pit setup for Porsche GT Team

will use starting at Daytona in January. This is looking good, as the car has started the new WEC series in Europe with a 1-2 placing

at Silverstone already.

As for the race, the Penske team lead the most laps, with Cameron and Montoya taking the win, Penske's 90th win in two hundred sports car starts, going all the way back to Mark Donohue in his acid-dipped Camaro.

In GTLM, BMW's pole position lasted about fifteen minutes, when it was passed by the Hand/Mueller Ford GT, then the second team car was passed by two Corvettes on the same lap, leaving him fifth. Sadly, neither Porsche was a factor, the "Bamthoor" 912 car slipping to seventh, and the Tandy/Pilet 911 car staying in eighth. On to Road Atlanta.

That track should suit the Porsche Team well, as the 911 car won its class last year, running the Mobil 1 livery from the winning car at the inaugural Petit in 1998. This year the team will run a throwback livery seen on the Bob Akin entries which ran from 1980 to 1987, the famous Coca-Cola red with white "wave" stripe. That will make both cars easy to spot, and hopefully they will be spotted in parc ferme with their drivers on the podium!



Arrive on time in your rental, looking good



Two lefties, Vanthoor and Bamber, do well on clockwise tracks



Ford, BMW, Corvette celebrate the win

First lap from Corner 5, heavy traffic



Where We Were . . . 60 Years!

curated by Ron Faust

July 1997

Phyllis Godfredson wrote about how she and **Mike Selner** designed the first PCA website. Main focuses: *“It’s not just the cars, it’s the people”* and *“getting there is half the fun.”* Then she went technical, explaining Gifs, Jpegs, Gif89a files, enormous color palates, and download speeds. Who knew that Gif means graphic interface format and html is hypertext markup language?

Phyllis then added an article on **Hank Godfredson’s** trip to a Club Race at Lime Rock Park in the “hamlet” of Lakeville, Connecticut. She says she *“can always tell when Hank is getting ready to go racing by watching the checkbook.”* At Lime Rock Hank pays attention to the car details while Phyllis notes the area is dotted with Inns, B&B’s, quaint towns, little shops, prep schools, horse farms and nurseries. Unfortunately, Hank got black flagged three times by a corner worker he labeled the “Decibel Queen.” He did get to race after another driver took off his stock muffler and loaned it to Hank. You used to be able to do things like that in the olden days when Porsches were primitive.

Roy “Born to Wax” Henneberger wrote an article on the upcoming Afton Concours. In addition to the car show in the grassy central park, Selma’s ice cream shop and Lurk’s bar were always popular attractions for the family.

Duane LeBlanc of Connecticut Valley Region found the cause of a “big thud” in his 944 by removing the cargo area mats and tools from

the back and then laying down in the back while a friend drove around. He eventually found the problem was a rubber bushing inside one of the shocks. The bushing had worn down and elongated.

Jim Pasha from Diablo Region explained the popoff valve problem on the CIS fuel injection systems that were used on 911’s from 1973 to 1983. A rich condition during starting would cause a backfire in the airbox itself, which ended up costing an estimated \$500 to repair. An aftermarket popoff valve was developed which would relieve pressure during backfire.

The Marketplatz lists:

- The 1980 petrol blue 911 SC targa **Guy Reeder** had previously owned and set up for track with too many goodies to list for \$19,000. Guy and that car had dominated the SC class until he sold it.
- 1983 bronze/beige 944 for \$6,800
- 1990 Carrera 2 Coupe club racer offered by Eric Pilhofer for \$32,000
- 1992 Carrera 2 coupe with 6,000 miles for \$43,000
- 1996 993 coupe for \$58,000
- 1980 911 SC targa in white, no asking price
- 1983 944 club race winner by **Jim Bryant** for \$18,000
- 1981 911 SC targa for \$14,000
- 1984 928 S with 81,000 miles by **Lane Hawkinson** for \$9,000
- 1962 356B S-90 coupe in silver/red by **Bill Siggelkow**, matching numbers
- 1985 1/2 994 with extra winter tires, 120 K miles by **Bill Siggelkow** for \$6,000
- 1986 944 Turbo with 79,000 miles, show quality by **Ron Johnson** for \$18,995
- 1981 911 SC targa with 94,000 miles with original sales brochure for \$16,000





Left, the late Roy Henneberger at Afton Concours

Right, and three scans below are from the German Carfest

Photos to the left with Rick and Cheryl Sojkowski, the Fraguada's and bottom photo of Fred and the late Jill Daneu along with Roy Henneberger also from the Afton Concours in which all three are sporting their matching Nord Stern merchandise!

On View at German Carfest



Eventmasters Nancy and Mark Cree - Nice shirt, Mark!



Rick and Cheryl Sojkowski proudly show off their newest Nord Stern - New!



On View at German Carfest



Bob Fleming's acceptance speech, "and I'd like to thank the Boeder's for selling me this car!" Nice car, Bob!



Virma Fraguada and daughter enjoying the cars, the weather and the crowd.



Members of Nord Stern 'cult' caught on camera. Nice Shirts!

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Right, one of those fun Johnson Autosport ads that ran in our newsletter

What is the Porsche Parade?

courtesy pca.org

No, it's not ticket tape, bands, clowns, floats, waving divas! Parade is the "big" Porsche Club event of the year: our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once a year extravaganza to participate in a week of competitive events, to socialize and enjoy their cars, with seminars and tours adding to the event's variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term "Parade" evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban Washington, D.C. motel for four days of Porsche enjoyment and friendship. A "parade" of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars logistically difficult but we still do it when we can, and it is always a sight to see. Additionally, there are many other events to keep you occupied, please see the other pages in this section to get an idea of all the fun waiting for you.

Besides entrants, representatives from the Porsche factory in Stuttgart, and from Porsche Cars North America also attend, along with numerous automotive-related spokespeople. Porsche Panorama, the official magazine of PCA (and occasionally other national publications) publicize the event and the results.

Any member in good standing is welcome to attend the Parade and enter the four major competitive events. Along with them, CAFP and JPP members may also attend and compete in the four competitive events. CAFP (College Age Family Program) are children of members 18-24 years old. JPP (Junior Participate Program) are children of members who are 16-17 years old. Other immediate family members are also welcome, however they may not enter the four major events. Complete details on entrant eligibility may be found in the Parade Competition Rules.

Parades are typically held in the summer, and each year the Parade moves to a different part of the country. Each year is unique. If you would like to see a Parade in your local area, please contact the National Parade Committee Chair. The Parade is a full week of fun that contains everything great about PCA. Come out and enjoy the party! **2020 = Palm Springs, CA June 21-27 at the La Quinta Resort & Club**



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First Saturday of the Month
May - October
8am - 11am

For more information, visit: www.mncandc.com

The prolific Randy Leffingwell has come to supplant Karl Ludvigsen as the modern guru of Porsche lore, Ludvigsen (the engineer) focused on the technical development of Porsche engines and automobiles. Leffingwell (the photo-journalist) focuses on the ownership and use of these cars. Ludvigsen is famous for producing two classic multi-volume tomes on Porsche; Leffingwell seems to produce a new gem for the coffee table almost every year – books that are very well illustrated, both in quantity and quality of photograph, and also contain a wealth textual information.

Randy Leffingwell is noted as a photographer and indeed the photographs in this book are superb. But this book shows that a tremendous amount of effort was devoted in researching the stories and data of all the variants of the 911 theme, even the Ruf editions. The book justifiably claims to be “the ultimate single volume resource for every 911 aficionado” and, whether you are interested in the pictures, data blocks, or the stories of cars, this is a great book. It begins with a very valuable bonus feature: a comprehensive 29 page discussion of the predecessor 356 models from ‘48 to ‘65. It continues with a model by model overview for each year of 911 production, starting with the 901 prototype of 1963, and progressing to the 2020 models.

The Complete Book of Porsche 911 is not a book most people will read from cover to cover. However, every owner will find the discussion of their year/model to be enlightening, and potential purchasers can learn more about any car they are considering than the current owner probably knows. Though not a purchasing guide, it can be a very useful resource for the purchaser uncertain as to what model/year would best fit their intended Porsche life style.

In addition to production cars, the book includes some of the factory’s racing, prototype and special-production cars, illustrated with both current and archival photography. Throughout the book, comprehensive specification charts are included, and factory selling prices are listed. For each year/ model of 911 production, the characteristics of that model, their genesis, and the market/racing performance achieved, are discussed in great detail, well illustrated by exterior and interior photographs of a current example of that model. Some of the more modern

Book Reviews for Porscheophiles

by Bruce Herrington, Orange Coast Region

The Complete Book of Porsche 911: Every Model Since 1964

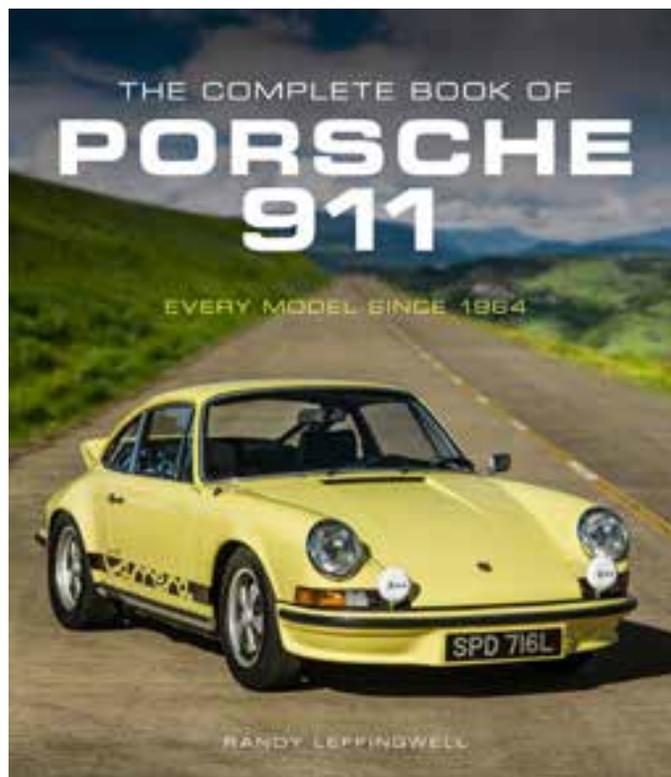
by Randy Leffingwell; published 30 July 2019 by Motorbooks, Beverly, MA

vehicles are illustrated with Porsche Presse or Porsche Cars North America photos. Data tables are sufficiently detailed as to show weight differences between cars equipped with PDK and those with Manual transmissions.

The Complete Book of Porsche 911 is indeed a massive work, with multiple pictures, of the inside and outside, of most examples of the roughly 150 ‘911’ models covered in eight ‘generations’ from ‘64 through 2020+. Specialty versions, with production runs as low as 21 vehicles are illustrated and described in considerable detail.

The Complete Book of Porsche 911 has hard covers, complete with a carbon-fiber look, with quality printing on heavy-weight, glossy paper. There are 344, 9-1/2x11 inch pages, and 450 photos, There is a very comprehensive index. A book like this is a bargain at \$50.00. By the time you read this it should be available from your favorite bookseller (ask for it), or from <http://www.motorbooks.com> (click on the magnifying glass to open a search box).

NOTE: The first 285 pages of this edition of THE COMPLETE 911, are exactly the same as in the 2012 edition.



ANNOUNCING



MINNEAPOLIS

2ND SATURDAY CAR SHOWS
9:00AM -NOON

APRIL 13TH
MAY 11TH
JUNE 8TH
JULY 13TH
AUGUST 10TH
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K

Kangaroo. Calling someone a “kangaroo” is probably not a compliment. The critters are pretty stupid, all they can do is jump around and box. So there must have been something to it when the drivers of the Porsche 906-8 Bergspyder compared their working tool to the stubborn Australian marsupial. The reason: The chassis and the tires were taken over completely unchanged from the standard 904 Carrera GTS street coupe in 1965. Due to the light weight and the unadapted suspension, the 906 Bergspyder was very difficult to drive – it had troubled road handling and the tendency to hop. From the coupe, the developers took over the steel-box frame and set a light open plastic body on top. 570 kilos and 260 hp were easily heaved up the incline. Five were built, though only three were left in pieces.

Ketchup Effect. Sounds familiar? You’re all ready to douse your fresh French fries with the right amount of ketchup from a brand-new bottle and out comes – nothing. Or suddenly much too much. At any rate not the amount you were looking for. Something like this happened at Porsche, too, which is why this technical inadequacy (at that time, in 1974, however, it was state of the art) was incorporated in fast-food lingo: The “ketchup effect” describes the delayed throttle response in older turbo engines – at first, nothing happens and then, boom. The phenomenon is also known as “turbo lag” and occurs when the full boost pressure isn’t available yet right after the accelerator command. Especially the first 911 Turbo had problems with this, making it extremely tricky on wet roads in particular.

L

Luna. In 1987, long haul specialist Gerhard Plattner set out on another mission: Driving a standard Porsche 944 S, he aimed to travel the distance from the Earth to the moon within one year: 384,405 km. In addition to the day-to-day practicality of the 944 S, the primary goal was to document the capacity of the catalyst under extreme conditions. The starting point for Plattner’s journey could not have been more aptly chosen: the Cape Canaveral Space Center. Unlike some rockets, though, Plattner came back.

Porsche for Dummies - Part 3 . . .

courtesy <https://newsroom.porsche.com>

M

Mary Stuart Collar. Mary Stuart had an eventful life. At least until the execution. And above all, she wore a collar that was beyond reproach: stiff, wide, and very high in the back. Just the right template for the racing department of Porsche, which entered the 1,000-kilometer race at the Nürburgring in 1973 with a true monster of a racing car. The spoiler of the 911 Carrera RSR of Martini Racing ran around the entire rear and deep into the rear fender. And no one has dared to take an ax to it...

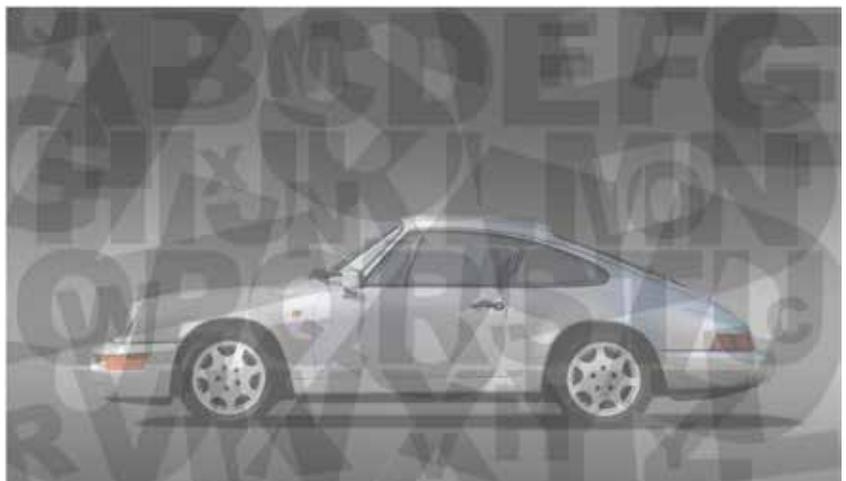
N

Number 1. What is there to say? The number 1 is always the beginning, the idea come true, the realized imagination. The first 356 from 1948 is of course an icon that can be found in museums. The aerodynamic roadster has two seats, a reinforced Beetle engine with 35 hp and a top speed of 84 mph. Talking about it, Porsche once made the famous remarks: “In the beginning I looked around and could not quite find the car I dreamed of. So I decided to build it myself.”

Nostrils. The engineers must have been suffering from powerful boredom for them to think of nostrils when looking at the front of the Porsche 924 Turbo with its four air holes. Apart from the fact that individuals usually have two nostrils. But the older Porschists will immediately know what you mean.

O

Ox Horn. No, this is not a term for a Porsche employee who makes



a repairable mistake, but the term used by mechanics for a component in the Porsche 956 that connects the engine and transmission. It looks like the horns of a bull. There is not enough room here for the names that employees who mess up are called.

P

Plasticine Kitchen. The “plasticine kitchen” is an older term for nothing less than the highly honorable Porsche Development Center in Weissach. Since 1971, Porsche has invented sports cars here that are now sold in more than 125 markets. The test track in the municipality of Weissach in the district of Böblingen has been in operation since 1962. Currently, more than 6,000 employees work at the development center, employed by Porsche (4,500) and partners (1,500) in development, motorsports, procurement and supporting areas. In July 2014, Porsche commissioned the largest investment project in the history of the development center with a new design studio, aero-acoustic wind tunnel and electronics integration center.

Porschists. There are Ferraristi, “the Daimler guys” and, of course Porschists. They are Porsche employees, and they call themselves that. There are about 20,000 worldwide, which makes Porsche practically a family business compared to other car manufacturers.

Policemen. Ah, yes, the dear old police. When his pride and joy is stolen, a Porsche driver wants nothing more than a real-life patrolman, but when he wants to let her rip, it’s the last thing he wants to see. But that’s not what makes the police officer one of Porsche’s defined terms – no, the police meant here sit almost unnoticed in the Porsche transmission and act as blocking pieces to prevent mis-shifts or double shifts. And they are most welcome there.

R

Redstart. “‘Phoenicurus ochruros’ is actually a Black Redstart from the family of flycatchers. Their diet consists mainly of insects. The song of the black redstart is characteristic, since the middle part is more like a scratching sound...” – is Wikipedia really describing a bird here? It could also be the 550 Spyder RS 1500 model with its repainted rear fenders, the last Porsche Spyder with a swing axle. It too killed insects on the racetracks of the world, and it’s best not to even mention scratching noises.

S

Smuggling Compartment. If you want to hear (good) stories, ask a customs officer sometime. Even hard-bitten officers don’t know all the secret places where smugglers hide their goods. It was never planned for Porsche to make a contribution to this doubtful trade: The space in the trunk floor of the 911 for the optional heater, for example, is ideal for making one or the other cigarette disappear. And so it got the nickname “smuggling compartment”. In the meantime, there are even more options – such as the spare wheel compartment in the SUV. But don’t get your hopes up: Customs knows these hiding places too...

Safety Finger. Normally, a Porsche 928 automatic driver doesn’t want anybody fingering around in his Porsche, and certainly not especially dexterously long fingers. But there is one finger he’ll tolerate, for it comes from Zuffenhausen, was supplied as standard and is there to save the day: It’s a small locking piston at the automatic selector lever to prevent the position R or P from being selected when driving forward, thus keeping the gear ensemble from becoming finger food.

Sebring Exhaust. No wonder that the exhaust manufacturer Sebring from Voitsberg/Austria named its sports facilities after the course in Florida – it sounds like

history, power, exoticism. In 1963, the first optional exhaust leaves the Sebring plant, and is screwed to the bottom of a Steyr Fiat 1100. It set a trend, Sebring expanded and in the 50s and 60s of the last century, it supplied special mufflers for the four-cylinder models of Porsche as well. What’s so special? The Sebring exhaust condenses the exhaust gases from a quad fan in a tailpipe with a powerfully protruding profile.

T

Taxi. If you order a taxi at Porsche in Zuffenhausen, this doesn’t necessarily mean you’re looking for the minimum four-door passenger transport vehicle that, for a fee, brings passengers from point A to B at a modest pace as relaxed as possible. A “taxi” at Porsche is instead the exact opposite: A car with two doors or less, which brings one passenger (who may or may not be paying) from point A to A at a breakneck speed with as much adrenaline as possible, i.e. in a circle. This is because the term “taxi” refers to a race car in which a second seat is installed, so that in the future, it can take racing fans who aren’t allowed to take the wheel themselves for a ride down the track. For example, the decommissioned 917 in bright red livery, which is used for visitor rides on the test track at Weissach.

Telephone Booth. Granted, not all that Porsche builds and built is a perfectly shaped piece of design. But this was also because some cars are pure research vehicles, prototypes or external orders where certain techniques or the like are tried out. This also includes the EA266 prototype, a compact car for VW from the year 1968. Due to its large glass surfaces, it quickly acquired the nickname “phone booth”. In fact, it was initially planned with an underfloor engine as the successor of the VW Beetle. Nobody resents Porsche because instead of the

EA266, it became the Golf. Or do they?

V

VoPo. Originally a “Vopo“ was a “people’s police-man“ (Volkspolizist) in the walled-off German brother country. He was about as popular there as a fan-shop of the Federal Ministry of Finance in the West. Is it possible that this ulterior motive played a part when the VW Porsche 914 (built 1969-1975) also was called VoPo? Or was it just an abbreviation for “People’s Porsche“ (Volksporsche), because there was suddenly a low-cost option to drive a Porsche? The fact is: 911 riders distinctly turned up their noses at the sight of the Wolfsburg/Zuffenhausen co-production. Nevertheless, the model powered by an air-cooled boxer engine was built nearly 120,000 times from 1969 to 1976, most of the four-cylinder 914/4s (80 hp) at Karmann, all of the six-cylinder models 914/6 (110 hp) at Porsche. It was the first mass-produced mid-engine vehicle.

W

Weissach Axle. Things could’ve been so easy once upon a time: The rear suspensions with toe-in correction of the Porsche 928 were of course developed in the Plasticine Kitchen (see >P) – obviously, they received the name Weissach axle. Really? No, not really – the word comes from the functional designation “Winkel einstellende selbst stabilisierende Ausgleichs-Charakteristik“ (toe-setting self-stabilizing compensation characteristics). At least somebody was paying attention . . .

»Windhund« or Greyhound. It’s Maundy Thursday, April 6th, 1950. For the first time, a Porsche 356 rolls out of the plant in Stuttgart. Its salient features include the split windscreen and the fixed glazed rear window. No Porsche logo is on it – it wasn’t designed until 1952/53. On the front and rear, therefore, there was the “Porsche“

lettering. The interior was dominated by a white three-spoke steering wheel made of bakelite. What has all this to do with the nickname “Greyhound“ for the first Stuttgart Porsche? No idea. Some things are better left a mystery . . .

Z

»Zigeuner-Verdeck« or the Gypsy Top. Even if it might have been a better idea at the end of the Second World War to respectfully refer to all ethnic groups, some terms just couldn’t be banned from linguistic usage. This included the term for the “wandering people“: Gypsy. They usually had no roof

over their head – thus the term “Gypsy top“ for the Spartan emergency cover with which the Porsche 356/Type 1 (1948) and later the Speedster were equipped. It is doubtful whether the 356 drivers of the time also referred to the weather protection of their more or less treasured Porsches in the same way...

Yes, It’s a Cookie! . . .

by Christie Boeder, '73 911

The September 22nd Gallery Run was a huge success; our next issue will feature a plethora of follow up photos.

However, I wanted to show one of the very special cookies each registered attendee received. There’s a great story behind the cookies and the cookie maker (no, not me!). After sending off a jpg of our 60th Anniversary logo, the baker confirmed she for sure could replicate it - I’d have to say she did a fabulous job plus they were yummy!



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Very Foamy! . . .

by Pedro Bonilla, Gold Coast PCA

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

As anyone who has had a new (newer) Porsche for four or five 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: 4-5 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!

A recent thread on Clubtalk asked about scenic drives to Winona, several options were presented including the 2017 Beer and Bark map and route that starts in Rochester. Here was Jay Luehmann's suggestion (he grew up in St. Charles so knows the area well!)

Beer and Bark Route . . . or, Winona?

by Jeff Boehm, courtesy ClubTalk

- 52 South - Boring part of the drive
- 60 East just south of Zumbrota
- 63 South at Zumbro Falls
- 11 East to Millville - It dives down from the farm fields and parallels the river
- 2 South across the bridge in Millville
- 8 East to Plainview - it is a left on the outside of a right hand sweeper.
- Left at 'T' in Plainview - Lakeside canning is across the street
- Right at 3rd Street in Plainview - This will cross hwy 42 and take you out of town
- 25 East - (Left at the 4 way stop) Wide open sweepers through farm country with great sight lines
- Left at 'T' in Elba
- Right on 26 - It is just a jog over to continue to Altura- The former home of Johnson Autosport ;)
- Left at 'T' onto 248 - This goes to Minnesota City
- Right on 61 to Winona.

Beer and Bark: Please reset your odometer when we leave the park! Mileage markers are approximate.

Miles Map# Directions

0.0 1 Depart Essex Park

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

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

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

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

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

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

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

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

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

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

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

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

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

49.0 17 Turn LEFT (East) onto CR 2

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

54.3 Turn LEFT (North-East) onto CR 2

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

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

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

73.0 19 Turn RIGHT into the Cenex Station for a 15 Minute Break

Turn LEFT leaving the Cenex Station

76.9 20 Turn RIGHT (South) onto US 61

77.5 21 Turn RIGHT (West) onto CR 23

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

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

84.0 23 Turn RIGHT (North) onto CR 25

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Primogeniture Rampante

by Danielle Badler, Rocky Mountain Region PCA

There are limits and then there are no limits. It's one thing for a head of state to book a meeting of world leaders at a hotel property he owns. It's quite another for the son of a head of state to squirrel away a string of limited edition luxury cars, presumably using daddy's money, when daddy happens to be the dictator of an oil-rich African state.

Yet it's true, it's all true.

Twenty-five limited edition hypercars were seized from Teodoro Hguema Oblang Mangué, the son of Equatorial Guinea's president. And they went on auction recently in Geneva, netting more than \$27 million.

According to the Associated Press, as reported by *Business Insider*, Oblang is the son of the country's four-decade dictator, Teodoro Obiang. He was busted, along with two others, for "money laundering and mismanagement of public assets."

I'm not sure I understand the rationale here. But what do I know about making money disappear on a global scale? Why would you siphon your funds into ultra-limited edition supercars, cars which I would presume are tracked for current ownership like RSRs or 250 GTOs or Brancusis or Mondrians.

Because here's an entrée to what was auctioned off. An Aston Martin

One-77 Coupe. A Ferrari LaFerrari. A Bugatti Veyron EB 16.4 Coupe.

The highest price paid was \$8.4 million, for a 2014 Lamborghini Veneno roadster. One of only nine made. It had 325 kilometers (201 miles) on the odometer.

See my point? Nine made. There are people out there who are going to track ownership as it drifts among . . . who? I have no idea. Nobody will actually drive it. Except for maybe starting it up and taking it around the block, once a month. Will it actually appreciate? I have no idea.

No word, either, on whether any cars were part of any group buys. If not, it would be a shame. Snap up this collection and you could see yourself parking the Veneno next to another icon, a Koenigsegg One:1. By the way, the One:1 sold for 4.6 million Swiss francs.

I'm fascinated by the collection, actually. It's clearly dominated by those ultra-limited edition fantasy vehicles that high-end collectors seem to fuss over. You know, cars that, by the time they're announced to the public, are already completely spoken for.

I've often wondered how that happens. Obviously, the factories have a list of really, really, really good customers, all expecting to get in at what amounts to insider prices for rolling pieces of art that will, they hope, never sell for that low again. But how many are the sons of African oil-rich dictators?

By the way, a 2003 Ferrari Enzo sold for 3.1 million Swiss francs.

Wheel Offsets

Courtesy Ryan McGee and Chubtalk

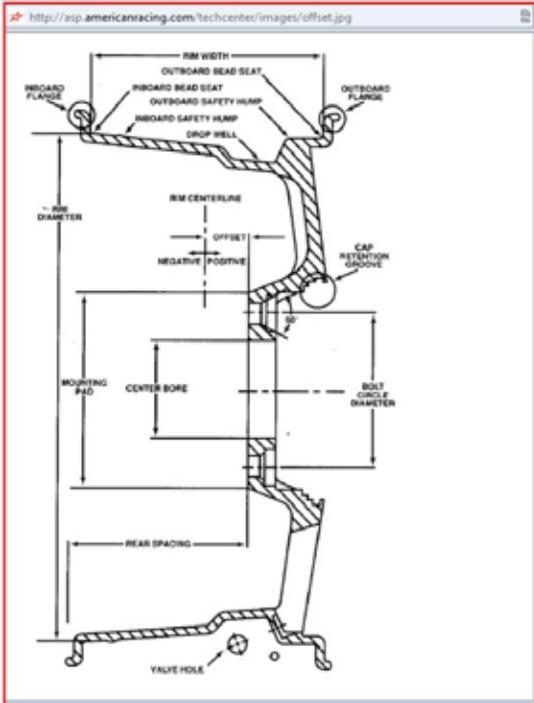
A recap of my research:

- <http://www.944racing.de/wheelweights.php>
- <http://944folly.com/2013/05/the-wheel-puzzle/>
- <http://www.connact.com/~kgross/FAQ/944faq13.html> (scroll down to 14.4.1)
- <http://forums.pelicanparts.com/porsche-924-944-968-technical-forum/757595-wheel-offset.html>
- <https://www.tirerack.com/wheels/tech/techpage.jsp?techid=101>

Offset is the distance of the face that meets your hubs from the center of the wheel. If a wheel has a low offset, the face is close to the center of the wheel. If the wheel has a 0 offset, the mounting face is directly in the middle of the wheel. With a negative offset, the face that meets the hub is pushed in towards the car more. Offset is measured in millimeters. Positive offset measures toward the outside of the wheel, negative towards the inside.

There are several different phone dial wheels, all of which have a positive offset. '86 and earlier Porsche 944 cars have a lower offset. Early phone dials have a

23.3 offset. '87 and on have a higher offset... Between 47 and/ or 65. If you have an early car, you can fit higher offset wheels with adapters or spacers, but not the other



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

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago. For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc. Of recent, I have accepted an opportunity to continue my career in a new direction. I will be a curator for a private Porsche collection.

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

Rick Moe
 nurburgring, inc.
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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.

FOR SALE

Set of four winter rims and tires, used only one season. Pirelli Scorpion size 255/55 R18. Were \$1,500, now on sale for \$1,250 or best offer. Owner moved south. Please contact George at 651.402.5654.

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.

Clubtalk . . .

continued from page 16

about 8 years of AAA service in this one occasion!

Dave, and Mary, and our good Samaritan, Dirk, stayed with us for hours as we tried to get a tow and secure a tire to be able to drive. Dirk, our good Samaritan, a local from Exeland, WI, stayed with us for 3+ hours and Dave and Mary until the flatbed tow arrived. After seeing some black bear and deer cross the road as we waited, Keaghon, our driver, from Virgil Towing which have offices in both St. Paul and Rochester besides Superior/Duluth, took great care of our vehicle and us as we drove back with him to Duluth.

We towed the vehicle directly to Discount Tire, who arranged for a tire on Monday, as Sunday they were closed and nothing was in stock to fix it so we stayed an extra night in Duluth to get Express delivery tire that would fit. I needed a tire that would fit plus would get us home and Discount Tire understood this. They quickly got us a tire, but arranged a swap to get the tires I really wanted (Michelin Super Sport) when we got home in Stillwater.

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



While it was an unfortunate situation, the Nord Stern Family, and the good people in Minnesota/Wisconsin helped so much. Nobody got hurt and while we suffered some additional costs we got to meet and get to know better some WONDERFUL people.

Again I think of what Ron said at the opening of our event, its not about the cars, but about the PEOPLE. Thanks again for everyone's help and guidance. We will definitely be in the Fall Colors Tour next year.

– Best Regards, Greg and Sue Stanich

Editor's Note: The above story so well illustrates many of the Boeder experiences over the years, too, in the club (well, maybe not flat tires while driving). It truly is 'about the people.' I am so NOT surprised at their experience. One of the many reasons we have enjoyed our many years of being in PCA and Nord Stern and plan on many more!



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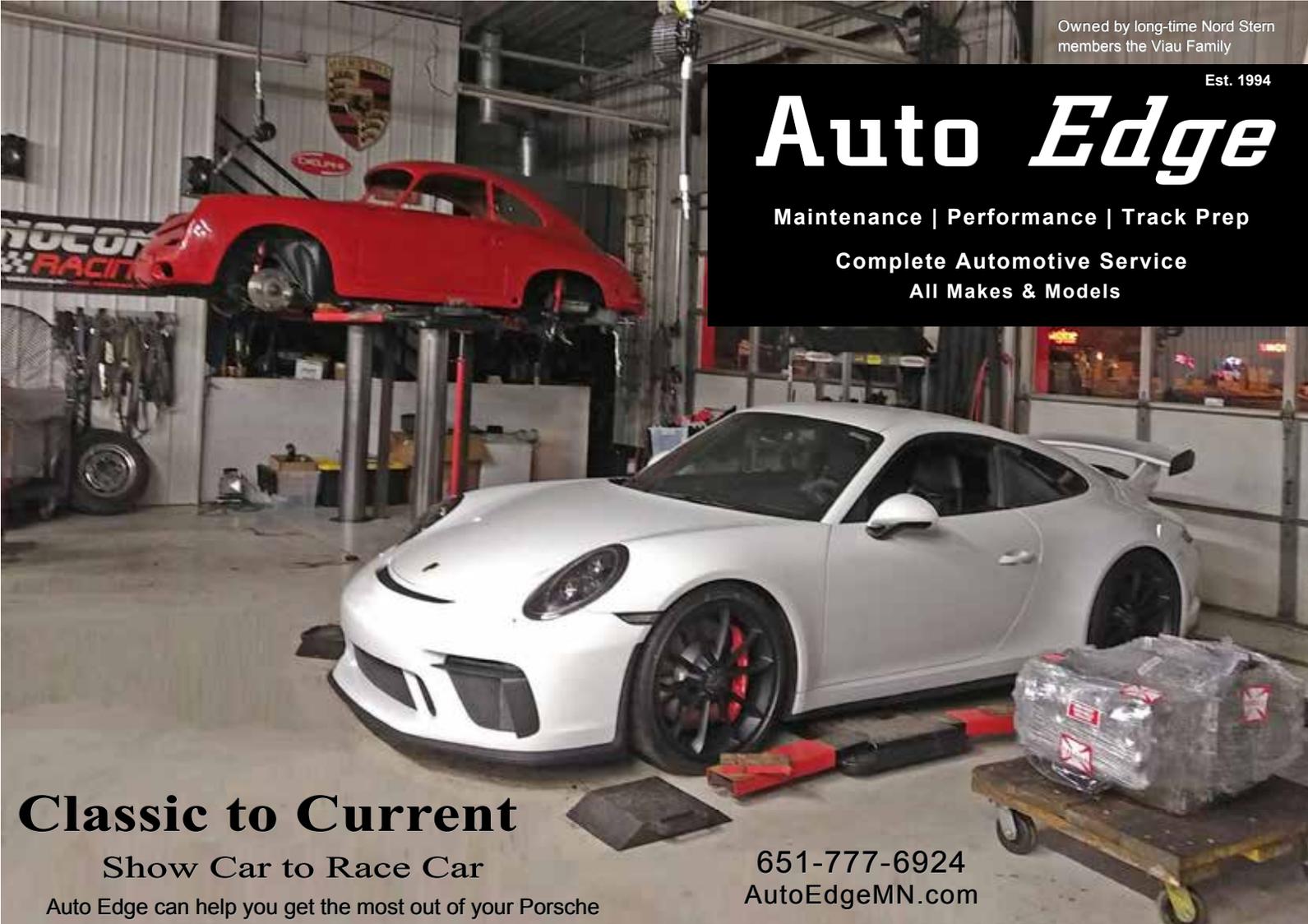
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