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



PORSCHE



PORSCHE

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

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Cover:
Guy Reeder's lovely Boxster
S made for the perfect
Holiday cover subject,
captured by Guy on a recent
beautiful fall day.

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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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 (<https://website.nordstern.org/membership/#JoinTheClub>).
- Or, send your check, payable to Nord Stern, to Jeff via snail mail address below.

Address Changes:

Please send 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 (defrags monthly newsletter costs!)

Nord Stern membership Options:
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for your expiration date

2020 Nord Stern Officers and Committee Chairs

President Chip Smith 9565 Bennett Place Eden Prairie, MN 55347	president@nordstern.org	Historic Archivist Kim Fritze	archivist@nordstern.org
V-President John Velure	vicepresident@nordstern.org	Insurance Dan Perinovic	insurance@nordstern.org
Secretary Betsey Porter	secretary@nordstern.org	Membership Nathan Reeder Betsey Porter	membership@nordstern.org
Treasurer Jeff Bluhm 9145 Breckenridge Lane Eden Prairie, MN 55347 952.975.5931 (h) or 612.371.1148 (w)	treasurer@nordstern.org	Met Council Bob Kosky	metcouncil@nordstern.org 952.938.6887
All Porsche Show Phil Saari Hal Voges	porscheshow@nordstern.org	Newsletter Christie Boeder	newsletter@nordstern.org
Advertising Mollie Nygaard	advertising@nordstern.org	Oktoberfest/Old Log Theatre Paul Bergquist Mercedes Benz Club	952.937.1822
Autocross Andy Golfis	autocross@nordstern.org agolfis@gmail.com	Tours/FCT Michele & Ron Johnson (Fall Color Tour) Greg & Lauri Wagener (Fall Color Tour) Ryan McGee & Lara Dant (Vino in the Valley)	touring@nordstern.org 74
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Driver Education John Blackburn	de@nordstern.org	Tech & Shop Relations Roger Johnson	techsessions@nordstern.org
DE Registrar Dave Anderson	registrar@nordstern.org	Track Relations - BIR and RA Jim Bahner	trackrelations@nordstern.org
Driver Training Jim Bahner	dt@nordstern.org	Webmaster webmaster@nordstern.org	

Zone 10 Rep: Stan Thorne

sthorne.carguy@gmail.com
cell: 913.633.0311



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

Douglas Kennedy

Richfield, MN
2003 Black Sapphire Metallic
Boxster S

Mike Lancial

Hopkins, MN

Edward Parzych

Superior, WI

Brent Sabin

Lake Elmo, MN
2018 Chalk 911 Carrera GTS

Alan Thiel

Minneapolis, MN
1960 Pearl White 356 Roadster

Zach Vickman

Chanhassen, MN
2010 Silver Cayenne GTS

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 Chip Smith

Well, my friends, it's been a wild ride this year. We managed to pull off a number of events but there was a point when I doubted we could have any. A few of our marquee events (All Porsche Show, BIR Driver Training Schools, Fall Color Tour) had to be canceled but look for them to return in 2021. Years from now, my kids will be telling their kids and grandkids about the year 2020 just like I heard about the Great Depression from my parents ad nauseam.

It's been a privilege to serve as Nord Stern president in 2020. Your incoming president, John VeLure, is a long time club member and will do an exceptional job. Many thanks to all our committee chairs and volunteers who make our events possible. Without them, there would be no Nord Stern. If you haven't already, I encourage you to consider stepping up and volunteering for one of our committees or even running for an officer position.

I joined this club 30 years ago but it seems like yesterday. In the early days, I used to drive my 911SC to the track with race wheels/tires tucked inside (yes, they fit) and tools in the front trunk. I'd



run all weekend on the track then drive the car to work on Monday as a commuter. Rarely a mechanical issue to fix. Just add fuel, occasional brake pads, and drive.

I eventually club raced the SC and later sold it to buy the 964 I have now. Between those two cars, I conservatively estimate I've driven over 7,500 laps at BIR. I can say from experience that Porsches have a well deserved reputation for durability.

Each new generation gets faster and easier to drive at speed but they all have that magical connection the driver feels with the vehicle. It's unique from other sports cars and SUV's and highly addicting. For many members, the old hardware has as much or more appeal than the newest stuff. I like them all. No matter what year or model Porsche you drive, Nord Stern welcomes you.

2021 is a fresh start and, with a little progress on the Covid19 front, we can resume our normal event schedule. Our first track event is just a few months away. I'll be out there peddling the Red Baron as fast as I can. I hope to see you all soon.

Be safe.

– Chip Smith

Advertiser Directory

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Car Biz: Anderson Motorsport Inc, Diamond Interiors, Higgins Insurance, Performance Auto & Audio., Trackside Tire, Luis Fraguada, Gates General Contractors.....	9
Collision Center, Inc.	33
Courtney Truck Service.....	10
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Nurburgring, Inc., Rick Moe	33
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2020 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 -\$120 includes color
Back cover	N/A	N/A	N/A -\$120 includes color
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

Just some end of the year housekeeping things to bring up and get out there front and center! Of course I use the term 'year' quite loosely since I personally am considering this essentially the 'year' that wasn't although the club WAS able to pull off a few events before needing to shut things down again. Sigh. Dang pandemic.

First off, we do collect dues each year from those PCA members in our region (Nord Stern) who are willing to support the club and this newsletter. Those dues strictly go to help defray the production costs of printing and mailing out a monthly magazine. Nord Stern runs on a calendar year - unlike PCA which operates based on the month in the year one joins - so this December issue is RENEWAL time!

We used to use envelopes and snail mail (you can still do that, the Treasurer's address is right in the officer's listings) but we joined the digital world several years ago and PayPal is the way to go. Very easy, and here's the Link: <https://website.nordstern.org/membership/#JoinTheClub>. Scroll down and you'll find the options and link to PayPal.

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

One year is \$30; three years is \$80; Life members can donate \$20 if they are so inclined (sure not going to turn anyone away from supporting us and our efforts although the PayPal link doesn't have that option so that'll mean snail mail).

Finally, I'd like to just quickly give a couple of shout-outs. First of all to Chip Smith for being a big advocate for the club this highly unusual and incredibly challenging as our club president. Thank you Chip, for all of your behind the scenes work and advocacy as we've strived to keep the club viable, interesting, operating, looking to the future and getting back to having outings on the calendar!

And to our advertisers without which we absolutely couldn't put this newsletter together each month. Your commitment to Porsche, the people of the club and their cars and enthusiasm is greatly appreciated.

May 2021 usher in a 'new era' filled with possibilities and increasing things 'to do.' Wear those masks and stay healthy out there.



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DECEMBER

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

JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

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

MAY

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

OCTOBER

2021! Never too early to Mark Your Calendar . . .

- 1 - 3 Nord Stern's Annual Fall Color Tour**
 Pier B, Duluth, MN
 Details to be announced

2020

• Car Events of Interest •

NOT organized by Nord Stern, or PCA

ON HOLD "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

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

2021

2021

• MN CARS AND COFFEE • (See Ad)

May 2, June 6, July 4, August 1, Sept 5, Oct 3

2021

• OCTAINE AND CAFFEINE • (See Ad)

2nd Saturday of the month, April - Oct

2021

• CARS AND CAVES • CANCELED FOR 2020

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.*

2021

Notable Quotes:

*"The rainstorms at night were extraordinary. At times the
 water shot straight across the track.
 It was incredibly dangerous."*

– Dr. Wolfgang Porsche, 1970 LeMans



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Regional Clubs

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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

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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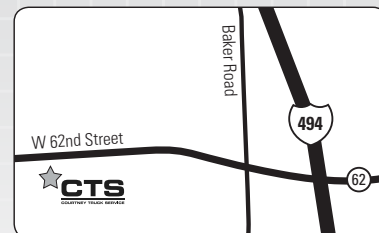
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As we turn the corner on this year of all years, here's a virtual toast to sunny days, enjoyed on sparsely traveled open roads, by healthy and happy Porsche enthusiasts like . . . us.

This is not an apocryphal comment. I'm a long-term reader of Sports Car Market (SCM) magazine, and I recently got an e-mail from them, with a "question of the month." It asked what I'm most concerned about when I "think about taking (my) car out of the garage. Safety? Reliability? Putting miles on the car? Distracted drivers?"

Here's my response, SCM. Let's start with my qualifying ride. A '78 911SC with 50k original miles. I've owned it 32 years.

Now, that says something about me. Because I swap daily drivers about every three or four years, when my lease runs out. It's one reason why I lease. I get bored. About half-way through the term, my mind is already absorbed by the inevitable question; what's next? When I'm asked what's been my favorite ride, my answer is . . . you know it . . . the next one.

Except for, of course, my 911. What's going on? Well, when you have a hyperkinetic personality like me, to keep a car, any car, as long as I have, something must be going on.

And that something is really very simple. You get in . . . and it's a thrill . . . again and again. Opening the door, ah yes, I'm being transported into my mobile bank vault. Mastering the switchgear. Mastering the gearbox. Mastering the clutch. It's an art. Mastering the HVAC. No, check that. I still haven't, after all these years. Handling, exhaust, ride. There's a line I heard about Morgans. That you can run over a dime and tell if it's heads or tails. It's the same for an air-cooled Porsche. Any air-cooled Porsche.

And the looks I get. I stop at a light, any light, and get a thumbs up. With the windows rolled down, I hear "nice ride." I park it, come back, and there's a note under the wiper blade saying that if I ever want to sell, call this number.

So, SCM, what's the problem?

Safety? Uh, there are virtually no safety devices on my car, other than headrests and seatbelts. But, then again, I believe in something called "active safety," in being prepared for . . . anything. As I used to intone to my daughters, when they were learning to drive,

NORD STERN DECEMBER 2020

To Drive, or Not to Drive . . .

by Danielle Badler, courtesy PCA Editors

"anticipate or perish."

And that includes distracted drivers. Let's face it. The number of people rolling seemingly aimlessly has gone up exponentially in recent years. You know them; the speed demon who skids to a stop at a light and gets a text that he has to answer, right then and there. You pulled up behind him, because you thought that, when the light changes, he'll go, go, go. But no. Traffic drifts around you, and him, like water running around a rock.

Reliability? Not me. When you put on around 1,000 mi a year, if that, it can take many moon phases for something to break.

There's something else about putting miles on the car. It's simply this. If you put too many miles on that classic ride, it means you're using it like a regular car. And that defeats the purpose. Remember? It's the thrill. The new wears off, and your mood-changing happiness machine becomes relegated to "basic transportation." And that's no fun.

There's another point about classic rides that SCM didn't ask about. Performance. Or the lack thereof. My first sports car was a '64 Triumph TR-4. Now, 0 to 60 was probably in the 10 second range. Which sounds mind-numbingly slow today. But I'll tell you. For more than keeping up with traffic, that's actually plenty. You're not going to win a drag race. But you're not going to get run over, either. And it was good for more than keeping up with traffic, on highways, as well.

One day I swapped my car with a friend who had a Spridget. Sorry, I can't remember whether it was a Sprite or a Midget. What I do remember, though, was that it was an absolute stone. To me, it was below the minimum . . . to run the risk of being passed by scooters and mo-peds.

It's confused me for years. Owning a Spridget, or a vintage car, any vintage car, which wheezes its way to highway speeds, if that. Well then, what's the fun of that? Even more, where's the active safety, if you can't get out of your own way? I don't get it. Unless you use your toy, which it really is, to go to parades and car shows.

And, then, it almost becomes a static objet d'art. Which defeats the purpose of owning and exercising a classic car. You might as well hang it on the wall. Because, in the world we now live in,, it's virtually unusable for its intended use.

The same goes for vehicles that have appreciated through the roof. Hey, don't get me wrong, it's a nice problem to have. But

Continued on page 34

Nord Stern November Business Meeting Minutes . . .

submitted by Betsey Porter, Nord Stern Secretary

Start 7:05 pm

President – Chip Smith

- Welcome Stan Thorne, our Zone 10 Rep, also welcome to members Kim Fritze, Theo Martianos, Judi Sievers and Karen Carson.
- October minutes were approved.
- John V is looking for a VP candidate.
- Officer elections will take place in December via email/digital survey
- COVID numbers are worse, so no parties for now.

Vice President – John Velure

- No report

Treasurer – Jeff Bluhm/Todd Smith

- Mailed 2019 tax returns.
- Todd is ready to take over in 2021.

Secretary – Betsey Porter

- No update

Advertising – Mollie Nygaard

- No report, per Chrisite we do have another full page ad inquiry

All Porsche Show – Phil Saari and Hal Voges

- No report, currently still scheduled for the end of June 2021

Autocross – Andy Golfis

No report

Board of Directors – Roger Johnson, Lara Dant, Ryan McGee

- No update
- Lara is the new PCA Region Focus Coordinator.
CONGRATULATIONS, Lara!

Charity – Mark Kriesch

- No report

Club Race – Dave Sorenson

- No report
- Per Chip, posters were mailed to all out-of-state Club Race participants. In-state were given one at Final Fling if they attended. Contact Chip if you need one.

Driver Education – John Blackburn

- No updates to report

Driver's Training – Jim Bahner

- No report

Historic Archivist – Roger Johnson

- No report
- Facebook posts and Club Talk emails highlighting historical moments/events are very popular

Insurance – Dan Perinovic

- Via email, we have a potential candidate for a new chairperson
- Dan is moving into the Club Race chair position

Membership – Nathan Reader and Betsey Porter

- Nord Stern membership is 619, PCA membership in our region is 922.
- 15 people are NS members but are not PCA members.
- Betsey and Christie will collaborate on a message to those people encouraging them to join PCA. Stan suggests we tell them about the PCA Test Drive option which is a 6 month membership at half the price.
- 2021 membership renewal notices will be in the newsletter, on Facebook and in an email blast or two. Christie will update the PCA eBlast we've used in the past and start a schedule of 'sends.'

Newsletter – Christie Boeder

- December almost ready for the printer.

Registrar – Dave Anderson and Andy Barker

- Andy is on track to fully take over duties in 2021.

Safety – Chuck Porter

- No updates

Social – Toni LaRose

- Ed wants to organize a drive/activity for Macan owners, there are not a lot of them in Nord Stern but there are a lot in PCA. Open to suggestions. We should try and recruit these drivers.
- Suggestion was to do one for electric owners too.
- Fall party was cancelled, option to transfer our

deposit to the spring is on the table.

Social Media – Betsey Porter and Misty Martianos

- Per Misty, everything on FB is going great. Lots of engagement from group members.
- Please keep posting, especially in the wintertime, to keep members engaged.

Shop and Tech Relations – Roger Johnson

- No report
- Ideas are TBD with new COVID issues in MN.
- Dealers DO want to host more tech sessions, have the space with a limited participant list. Stan encourages us to keep working with our dealerships.

Touring, Rallies and Drives – Ron Johnson

- Fall Color Tour – no report, dates are on the calendar for 2021
- Vino in the Valley – no report

Track Relations – Jim Bahner

- No report

Webmaster – Dave Anderson and Christie Boeder

- No update

Old business

- None

New Business

Former Nord Stern member Pat Kelly racing IMSA at Laguna Seca won the season long championship in LMP2 and with it he gets an invitation to the 24 Hours of Le Mans next summer!

The clubtalk chatter involved asking what it would take to get a Nord Stern logo or sticker on his car! Wouldn't that be cool.

Meeting adjourned 7:49 p.m.

Respectfully submitted,

Betsey Porter, Secretary



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Winter Storage . . . More thoughts

courtesy ClubTalk

Some good discussion on this one. One thing that hasn't been brought up is the very dry conditions of our winters. For reference, air with a 70F dewpoint has 5 times the water content as air with a 30F dewpoint. I am certain that someone on this list has a garage that is both heated and humidified. The rest of us are parking our cars in areas with very dry air, whether in a heated area or not.

Back in the old days, people would add alcohol to the gas in the winter. You can still find the yellow bottle of "Heet" on sale. The purpose was to keep water in the gas in solution and not let it collect, separate, and freeze to form the dreaded "gas line freeze." With alcohol in the gas, this is a total non-issue, if you run at least an occasional tankful.

As in many situations, the question of "what" leads to the preface "It depends." This lack of definitive clarity can lead people to take easy, or hard, answers to "what" based on their personal goals, values, whatever's. The question at hand is the same and to be more definitive, let's take two cars that are both made in the alcohol gas age and one stored in a warmed, but un-humidified garage, and one stored in a non-HVAC garage. Both are not driven from mid-November until April.

Once the indoor car is parked, the water available to get into the gas is limited to the vapor in the air inside the fuel system. There'll be no substantial flow of air and, if there is, it will have very little water in to. There may be a few droplets that condense out or are drawn into the alcohol. The alcohol will prevent them from collecting and no harm is done.

The car stored in an unheated garage has the issue of changing temperatures. When the air gets cold it will contract and by necessity more air will be forced into the tank empty space. Some will be expelled on the next warming cycle. As the temperature cycles from warmer to colder (say 35F to -10F) the water will condense and mix with the gas. During the winter, there is not much water in the air and this will be, again, droplets but more than for the heated car.

So what does that mean? First, let's not forget the desire to stabilize gas over a long parking period. This is done to prevent both gumming up the fuel system and having lighter gasoline components evaporate off. Gasoline is a slurry of many different molecules and it's the blend that gives the burning characteristics. You don't want to drive a sluggish car in the spring until a tankful, or half a tank, is used.

Then there's the issue of water collecting. Some is going to collect and more if the car is unheated. This is addressed by having some alcohol in the gas. Alcohol does attract water but that's the whole point. There's no stopping it from getting into the gas in the first place. There's also no telling what was pumped into the tank.

So . . . Putting the car away always opens the question of "what gas and what additive, if any." For a modern car, the gas doesn't matter. The mantra of "alcohol is bad" isn't true. I seek non-oxy gas only for track use and that 3-5% max power bump. Using Stabil or Seafoam seems a wash although Stabil is intended as a fuel preservative so, I would hope, does better there. You want a touch of alcohol to collect the inevitable water.

For my cars, which are stored in both heated and unheated conditions, I will put Stabil in with a fresh 3/4+ fill of whatever gas that car normally runs. If there's no Stabil handy, I'll put Seafoam in instead. I don't park the fleet without fuel stabilizer.

And how about those diesel trucks? Get some anti-gel in there and quick! Winter is, after all, coming.

Happy motoring, Glen Larson

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A Couple of 'Mark Bouljon' Stories

by Keith Jones

I had lusted after a 911 since I was 11 and my neighbor (Dr. Lemon) brought home a new 1967 Targa. I helped him tend to the car and he took me to the municipal airport where we would "blow out the carbon" on the runways.


Fast forward 28 years and I had the funds in a 911 account to buy my first 911.

Even though I drove into the Porsche dealership lot in a brand new Acura Legend, none of the salesmen even gave me a glance.

I started to walk back out to the parking lot to drive to Maplewood (dealership) when the 'parts guy' stopped me to ask if I needed anything? I told him my situation. Mark himself took me for a test drive and then hooked me up with a different salesman that was off that day. Nord Sterners Steve and Pam Flaten now own that 964, after Ed Vazquez purchased it from me. *(Editor's note, I just love how these Porsches get passed from club member to club member to be cherished, driven, loved, polished - or not, enjoyed and enjoyed!)*

#2: Roger Johnson had wrangled a bunch of advertising folks up to one of our annual Club Races. He asked me if I would take some of them on Parade Laps of the track. Mark happened to overhear the request and nonchalantly threw me the keys to a brand new Cayenne for me to use. Now being a self-respecting 911 fanatic, I had NO room for a Porsche Grocery getter. That was until I drove the Cayenne on the track at highway speeds . . . I am now on my fifth Cayenne. Plus I have ordered five other Cayennes for our company.

Mark was one of the nicest and most Porsche astute people around. He was such a great guy, always the gentleman (Editor's contribution) and very much missed.



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Road America paver for Mark Bouljon!

Courtesy Jim Millick of Central Iowa Region of PCA

Posted November 2, 2020

Jim Millick is a long time Nord Stern Fall Color Tour participant from the Central Iowa Region. Their club voted to have a Road America paver created for Porsche of Minneapolis parts extraordinaire (and Nord Stern member), Mark Bouljon.

Road America has finished the paver, and will have it placed on their fan walk next Spring.

<https://cia.pca.org/road-america-paver-for-mark-bouljon-created/>

Editor's Note: Mark was a Nord Stern member who gave much of his time and talents and expertise to our club. He was with the Porsche Minneapolis dealership as the Parts Manager - but he filled way more shoes than that. Mark began his Porsche journey in Iowa with CIA Region.



Tools, Explained . . .

courtesy <https://www.ise.ncsu.edu/processes/tool-inventory-processes-lab-nc-state-ise/tools-explained/>

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'

DROP SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE WRENCH: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench".

Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

Son of a bitch TOOL: Any handy tool that you grab and throw across the garage while yelling 'Son of a b*tch' at the top of your lungs. It is also, most often, the next tool that you will need.



Bill was a successful commercial artist in his mid-fifties when he formed PCA. He had an interesting life before and after his time with the club. Being born in 1901 put him in New York University during the roaring twenties. He earned money as a dancer in Broadway shows and as a part time bootlegger! He met his wife of fifty-six years, Virginia, on Broadway where she was a professional dancer with the Ziegfeld Follies. As he said in an interview for Panorama “What fun we did have in the roaring twenties!” By the fifties, the Sholar’s had moved to Alexandria Virginia. Bill taught art and opened an advertising art business, Virginia taught music and dance.

1954 brought something new into Bill’s life, his first Porsche, a one year old 356 coupe. Bill ended up doing a lot more unplanned work on the car than he expected and wondered why he stuck with Porsche. Keep in mind that in the early 1950’s there was no national sales and service organization for Porsche (or any other Imported cars). You were at the mercy of your local “Foreign Car” dealer. They all sold a variety



Bill Sholar - PCA Founder

RJ Wilmoth, PCA National Historian Photos PCA Archives

of European cars; the Japanese invasion was still in the future. Some of these dealers had the parts and knowledgeable mechanics, some didn’t.

Bill belonged to the Capitol Car Club but didn’t find much help there for his Porsche problems. Although he was an artist, he had begun his college days as an engineering student. He wasn’t afraid to pick up a wrench.

In early 1955 he placed flyers on every Porsche he saw in the area inviting owners to a meeting at his house in Alexandria Virginia to

“exchange information on Porsche characteristics, operation, service, parts, etc.”

Eight Porsche owners attended, they referred to themselves as “the Gripe Groupe”. After a few more gatherings they decided to form a Porsche club. The goal from the start was for the club to be a national organization with local regions similar to the SCCA (Sports Car Club of America).

Fortunately for Bill one member of the group, Major Frank Beckett, had just transferred from Germany and had experience in starting a car club there. He also had contacts at the Porsche factory.

Choosing the name Porsche Club of America, they contacted the Porsche factory, received a club charter, and held the first meeting on September 13th, 1955. Bill was named President.

Prior to the first issue of Panorama in December 1955 Bill kept the members updated via a newsletter. In the first issue of Panorama, Bill introduces the club to the members with an article titled “It’s your baby.” The original artwork of the PCA baby survives.

Bill was appointed PCA Executive Secretary in late 1958 and ran the club from a basement office at his house. In 1961 he hired Jane Nestlerode as his part time assistant. She wasn’t impressed with the basement office but took the job. In 1963 Jane became Executive Secretary and the next year moved the PCA office to her garage. As the club grew, she needed more space and she ended up in the



The windshield flyer that started it all

Sholar . . .

continued from page 17

basement again, this time at her house.



Blackie's House of Beef Washington DC

PCA held the first meeting there on September 13, 1955. Bill was appointed as the first president

Bill's grand- daughter found the tabletop and donated it to PCA where you can find it hanging on the wall by the front entrance.



Bill took a full-time job with Porsche of America (the forerunner of PCNA) in 1960 as manager of public relations, advertising, and sales promotion. He apparently hadn't lost his love of the stage. You'll find Bill in some of the North American Porsche prints ads in the 1960's.

During his time at Porsche of America (POAC) Bill could be seen in the pits of Daytona and Sebring as the PR man watching over POAC's racing team.

POAC fielded a team of 911's under the name PART (Porsche of America Racing Team). The team was managed by well-known PCAer Bruce Jennings, also known as King Carrera.

1969 saw Porsche reorganize its North American sales organization becoming the Porsche + Audi division of Volkswagen of America. Bill took that opportunity to retire, he sold everything except a 1966 VW squareback wagon and moved to Andros Island in The Bahamas. Picking up where they left off, Bill and Virginia taught art and dance to the local school kids. He also put on the first ever autocross and rally on the island.



Above: Bill joins past PCA presidents at the 1974 Parade Pocono Manor Pennsylvania.

The "PCA Baby."

Left to right, Max Bunnell, Charlie Beidler, Bill Sholar, Burt Propp, Charlie Kuell, Lou Marable

In 1958 Bill organized the first of many PCA trips to Europe. Now think about planning a two-week event on another continent back when all you had was snail mail, Telegrams, and expensive trans-Atlantic phone calls! The reason for the first few trips was to attend the Porsche International Treffen (meeting of European Porsche Clubs). These trips soon became an annual PCA trip to pick up new cars at the factory even in years when there wasn't a Porsche sponsored International Treffen.

Bill liked to collect grill badges from Porsche clubs around the world. At some point he ran out of space on the front of the 356 and made a heavy wooden tabletop with the badges under a clear acrylic coat. In 2009



Bill Sholar's original artwork used in the first issue of Panorama.



Left, Ed's beautiful 2019 Macan GTS out and about at Midwest Clear Bra where it is getting an installation of a replacement section of clear bra that was damaged. The clear film protected the paint!

Hopefully post-pandemic Midwest will plan a tech session on the great film and the ceramic coating they do!

– Ed Vazquez

Great picture (below, courtesy Dave Roberts on Clubtalk) of Nord Stern member Tom McGlynn's 911 last weekend at the Classic 24 Hours of Daytona. I have raced against this car and this driver on more than one occasion and both are fast as h....., well you know what I mean.

– Dave Roberts





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Where We Were . . . 60 Years!

curated by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356

December 1998

Curated by Ron Faust, proud owner of a 1980 Weissach 911 SC, a 50th Anniversary 911 and a 356

Assisted by Kevin Egan, humble owner of a 2018 718 Cayman

The front cover of Nord Stern for December of 1998 features Road America's PCA club race over the Labor Day weekend. The photo taken by **Cid Holton** catches the first lap between turn five and six, four and five Porsches abreast. Cid also did the back cover for us, showing the GPR region's Ross Schultz spinning hard at the exit of Turn 10 at Nord Stern's PCA club race in July. Pretty exciting stuff.

In his Unserleiter, **Ron Smith**, Nord Stern's outgoing president, thanked everyone whose name he could remember for their help during his 1998 term. Ron also noted with pleasure that the Club was growing, as was our bank account. A special shoutout was sent to our favorite editor **Christie Boeder** for producing the best club newsletter in all the land. Finally, Ron finished by quoting Hemmingway, noting that *"there are three sports: bullfighting, motor racing and mountaineering. All of the rest are merely games."*



Dave Arundel provided a great article on the Road America ("everybody's favorite track") club race during the Labor Day weekend. From the oom-pah band, to the food at the track, and a horse and carriage ride around the town of Elkhart, everybody had great time.

Cid Holton followed up on Dave's story by

sharing a great multi-page photo spread of Porsche Pics at the PCA race at Elkhart Lake. Nord Stern was well represented in the event, with races well run by our members.

Bill Groschen, our superb Woman Only program instructor, shared photos of several of his pupils, including **Gayle Momchilovich**, **Susan Skweres**, with fellow Instructor **Wendy Pilhofer**. All seemed to have that thirst for knowledge needed for success.

Nick Cirillo ran a full-page ad seeking payment of annual Club dues. Nord Stern was a bargain even in 1999, when annual dues were only \$20. The Club is still a bargain years later, at \$30 a year.

Charles Edwards, from the Shenandoah Region, provided a cute story about his first Porsche. Editor Christie offered to publish similar stories from Nord Stern members, starting with feature about the Boeder's first Porsche, which has likely been repeated throughout the Club for years.

The Club's annual Holiday Party was the subject of a full-page ad run by **Kathy Hepp**. For \$35 (!), guests would enjoy casual dining at Jennings Banquet Center in St. Louis Park, with **Teresa Vickery** presenting her (in)famous Nord Stern Year in Review.

The newsletter provided a helpful list of "who to call" for answers on each model of Porsches. Club members were asked to call these member-experts only at reasonable times, as everybody was busy, even back in 1998.

A detailed article on how to adjust toe-in using only a 12-foot long piece of string and an assistant was provided by Paul Lighthill of the Riverside Region. You need to wonder if the string method works on current Porsches; somehow, we doubt it.

Porsche Cars of North America, Inc. supplied an interesting article describing the evolution of four generations of the 911. The discussion tracked changes from 1963 to the (then) current Type 996.

Dave Darling of the Loma Prieta region explored the fun that one can have while repairing broken door handles on 914 models. The article emphasized that one needed to be very cautious in removing all sorts of

Continued on page 33

Right, cover of the December 1998 issue: First lap of the Road America Club Race on Labor Day. Out of Turn 5 and heading up to turn 6—a virtual herd of cattle stampeding four and five abreast. Photo by Cid Holton.



Nord Stern paddock area at Road America



The race group F through J coming through the exit of Turn 5 on their way up the hill to Turn 6 - certainly gives an interesting perspective to the term 'wheel-to-wheel' racing! Photo by Cid Holton



Jim Bryant (#94), Jim Holton (#66) and Henry Rodgers (#96) charging through Turn 5, photo by Cid Holton



Tim Watson, Jim Holton and National Scrutineer, Doug Maynard, deep in discussion!



Jim Holton congratulating Bobby Piper on a race well run



I do believe all the comforts of home are here - or does the concept of 'minimalist approach' not apply to club racing?



The green flag drops - can't you just feel the adrenaline!



Hank and Phyllis Godfredson enjoying the gorgeous weather!



Hank Godfredson's car 'at rest'

Scans continued . . . left, Out and About at Nord Stern's Last Fling and the Women Only Driver Training!



Gayle Momchilovich with her bright yellow Audi: Guess who got to pick the color for this year's Women Only shirt! Great choice, Gayle! Oh, by the way, are we having fun yet!!!!

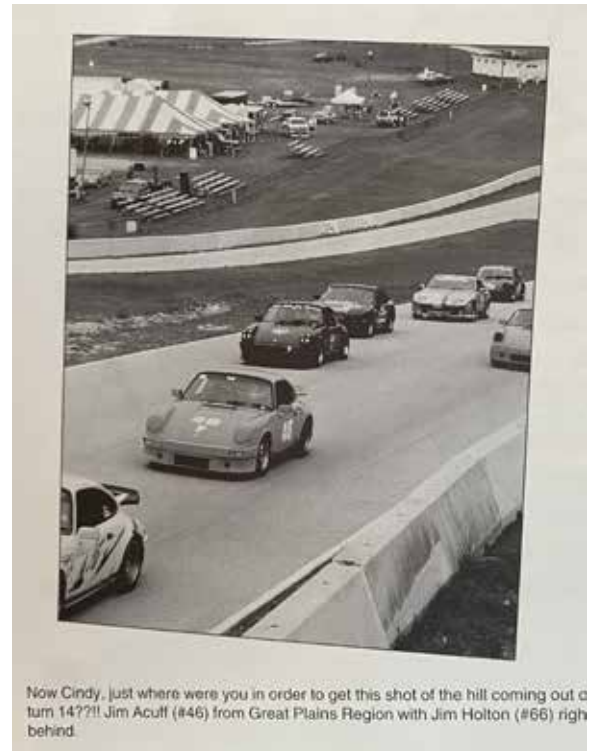
NORD STERN

11



This is a 'pick your own caption' photo!

1. Packing up after the event: Let's see . . . I've got the tool box, the helmet and helmet bag, the jack stands, the gear bag, the Lil' Tikes pit bike . . . or
2. All the big-time racers bring custom pit bikes to events! or
3. Economies of scale: small car, small trunk, small toolbox, small pit bike! or
4. What to bring to Track Events: Helmet and helmet bag, jack stands (2), portable jack, tool box and tools, tarp booster seat, pit bike . . . or
5. ?????? (fill in the blank!)



Now Cindy, just where were you in order to get this shot of the hill coming out of turn 14?!! Jim Acuff (#46) from Great Plains Region with Jim Holton (#66) right behind.

Porsche Pic . . .

Out and about with Nord Stern

Photo by Teresa Vickery at Last Fling Driver's Ed



At this past September's Last Fling with left to right, Bruce Bolder, Ray Newman, Vaughn Johnson and John Rebore, all very seriously discussing the end of the 1998 driving season and yet another great weekend up at Blainville!



Nord Stern member Bob Johnson (#50) entering turn 12 (Canada Corner)



Wendy Pilhofer with student at Women Only Driver's Training this past August: "And under no circumstances do you let these stud muffins tell you otherwise!"



Susan Skweres on right, Wendy Pilhofer behind: Viagra backfire? No, women teaching women how to go fast!

Additional credits: Excerpts from Betty Jo Turner's article *An Homage to Bill Sholar*, *Porsche Panorama* May 1982.



Right: Jane Nestlerode at the PCA office in the basement of the Sholar's home in Alexandria Virginia circa 1963. Jane would move the office to her basement the following year.

Below Right: Bill addresses the Victory Banquet at the 1979 Porsche Parade in Reston Virginia for the club's twenty-fifth anniversary.
Photo: Leonard Turne

Below: Virginia and Bill Sholar picking up their new 356 at the first PCA Treffen, Stuttgart Germany, October 1958



Unlike Europe, they didn't find any takers here. The car is now privately owned and has been to many PCA events over the years.

With the help of some old PCA friends Bill was able to attend the club's 25th anniversary at the 1979 Porsche Parade in Reston, Virginia not far from the site of the first Parade.

William Jessup Sholar passed away in the spring of 1982. Sixty-five plus years later Bill's "baby" is still growing.



Below: Porsche PR shot with Bill Sholar behind the wheel. The Police Targa was brought to the US for a sales pitch to US police departments.



Quotable Quotes . . .

by Pedro Bonilla, GCR PCA

Recently, while doing research for another article, I came across a couple of interesting quotes regarding Porsche and thought it might be fun to compile a few more and share them here.

Some are from people who's last name is Porsche, mostly are from people who admire Porsches, others not so much.

Ferdinand Porsche: Founder Dr. Ing. h.c. F. Porsche GmbH (1931} (Austrian)

- I couldn't find the sports car of my dreams, so I built it myself.
- If one does not fail at times, then one has not challenged himself at times.
- Change is easy. Improvement is far more difficult.
- Porsche . . . there is no substitute.
- Luft natürlich, weil es weder kocht oder friert. (Air, of course, because it doesn't boil or freeze) – when asked what was best to cool a car engine.



Ferdinand (Ferry) Anton Ernst Porsche: Son of Ferdinand. Porsche GmbH CEO (1948 - 1989 (Austrian)

- If you can create something time cannot erode, something which ignores the eccentricities of particular eras or moments, something truly timeless . . . this is the “ultimate victory”.
- Now, to put a water-cooled engine in the rear and to have a radiator in the front, that's not very intelligent. (PANORAMA, Oct. '73)

Ferdinand (Butzi) Alexander Porsche: Son of Ferry. Designer of the Porsche 911 & 904. Porsche Design CEO (German)

- A Porsche will always look like a Porsche.
- Good design only exists in concert with engineering. Designers need to be part engineer.



Ferdinand Piëch: Grandson of Ferdinand. Porsche Engineer. Volkswagen AG CEO (Austrian)

- The lighter you make the car, the less weight there is to brake for a corner, to take around the corner, and to accelerate from the corner.

Jerry Seinfeld: Comedian - Porsche collector (American)

- I have this old '57 Porsche Speedster, and the way the door closes, I'll just sit there and listen to the sound of the latch going, 'cluh-CLICK-click. That door! I live for that door.



Robert Redford: Actor - Director. Environmentalist. (American)

- I've always liked speed. I own a car that I shouldn't be talking about because I'm an environmentalist, but the 1955 Porsche Spyder 550 RS is the finest sports car ever made.

Carroll

Shelby: Racer - Car builder (American)

- Porsche and BMW drivers are arrogant.

Thank God there's no 48-hour race anywhere in the world, because chances are nobody could beat Porsche in a 48 hour race. They're probably the only cars in the world that would stand up for something like that.



Kevin O'Leary: Entrepreneur. TV Personality. (Canadian / Irish)



- There are a lot of impractical things about owning a Porsche. But they're all offset by the driving experience. It really is unique. Lamborghinis and Ferraris come close. And they are more powerful, but they don't handle like a Porsche.

Mark Donohue: Racer (American)

- “Remove the reverse gear please.”
- “But what if you spin and are facing the guardrail”?



Continued on page 29

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Nord Stern History Post . . .

by Roger Johnson



<https://vimeo.com/49354174>

Keeping with the Tom Countryman theme, the link goes to Tom's movie "The Ice Race" from the 1958 St. Paul Winter. 9 minutes. It features Tom's 1953 Normal Coupe #10 which we believe is the first Porsche in Minnesota. Calling the race is Frank Buetel, who for those of you my age, will immediately hear the Minnesota Boys State Hockey Tournament. Flashbacks to my youth watching "State" in B&W. Note he pronounces Porsche properly. The other interesting name in the credits is Archie Walker, Jr. He was the first Porsche dealer in Minnesota and part of the Walker Art Institute family.

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Quotes . . .

continued from page 26

- “Porsche doesn’t pay me to drive in reverse...” (speaking to a race engineer during testing for the Can Am 917-30)

Peter Schutz: Porsche AG CEO (1982 - 1987 American)

- While the car could be temperamental at times, at least it had character. That’s what people loved most about it. (referring to the 911 of the 80s)



Helmut Bott: Porsche AG Chief Engineer (German)

- Hardly any other vehicle concept has proven itself so thoroughly in so many different combinations over the years [as the 911].

Hans Mezger: Porsche’s most distinguished engine designer (German)

- When I graduated from Stuttgart University in 1956 I was offered many employment opportunities, including the large automobile manufacturers.



- Despite all these attractive options it was Porsche - a little company then - that caught my imagination. The appeal was their 356 sports car which for me was a most beautiful and interesting automobile.



Alois Ruf: Car builder (German)

- With a Porsche you get more performance with less of everything.



Bobby Allison: Racer (American)

- 911s are expensive “imported” Corvairs.

Elon Musk: Car builder (Canadian / American)

- Yeah, well I think that anyone who likes fast cars will love the Tesla. And it has fantastic handling by the way. I mean this car will crush a Porsche on the track, just crush it. So if you like fast cars, you’ll love this car. And then oh, by the way, it happens to be electric and it’s got twice the efficiency of a Prius.



Mark Webber: Racer (Australian)

- I own a bunch of classics, including a blue 1954 356 Cabriolet. It’s so dinky and intimate, you sit so close to your passenger and there’s no power steering. Sixty miles-per-hour feels like 120. At the other end of the scale I have a 918 Spyder, which is the most advanced Porsche ever built and an absolute beast to drive. So I have bookended the Porsche range quite nicely I think.



Dale Earnhardt Jr.: Racer (American)

- Once I let someone talk me into driving a slow as hell Corvette in a GP race and I spent all day getting passed by Porsches in



this slow ass Vette. I was sitting in this thing thinking can I get a Porsche please. I mean I am a competitor and it just really stung getting passed lap after lap. I could not wait to get out of that damn car.

I sure knew what the backside of a Porsche looked like after that day. About a week later I bought a 911 Turbo.

Derek Bell: Racer (British)

- Back then (1980s) the philosophy was that it’s an honour to drive for Porsche, the money is irrelevant. The head of engineering (Helmut Bott) made it clear to me that I shouldn’t earn more money than he did. A different world indeed.



Patrick Dempsey: Racer and Actor - Car collector (American)

- It was a 1963 356. It was on the street in Santa Monica with a ‘For Sale’ sign. I’d just finished a movie called “Can’t Buy Me Love,” and I spent my entire paycheck on that car.



Hans-Joachim Stuck: Racer (German)

- When I raced a Porsche last it was at a time when sex was safe and racing was dangerous. Now it’s the other way around.



Continued on page 33



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If you've wondered what those codes on the underside of the front trunk (or omg your Service Manual) mean, here's a way to find out.

I've compiled what I call the Grandmother of all Porsche Options list. There used to be a list called "The Mother of all Option Codes Lists," well this one is it's mother.

This list is not model exclusive and some of the codes are obsolete and have been replaced with a newer option. In those cases, you will see both codes listed. Note that in some cases the letter 'I' replaces "M" in the nomenclature. The codes are organized in alpha-numerical sequence. Mistakes, knew codes not listed, let me know: pedro@pedrosgarage.com. Updated 1/2019

PICKING UP FROM OUR LAST ISSUE:

- M563 Passenger-side Airbag
- M563 Automatic Air Conditioning
- M564 Without Airbag
- M565 Safety Steering Wheel - Leather
- M566 Fog Lights white
- M567 Graduated green tint upper part of windshield
- M568 Tinted Windshield and Side Glass
- M570 High Output Air Conditioning
- M571 Carbon Filter for Passenger Compartment
- M572 Heating
- M573 Air Conditioning
- M574 Without Air Conditioner
- M576 Without Rear Fog Lamp
- M580 Non-Smoker Package
- M581 Center Console Front
- M582 Storage Box above Engine
- M584 Storage Box above Engine
- M586 "Lumbar Support, Left, Adjustable"
- M590 Power Lid Locking
- M592 Brake Fluid Warning System
- M597 Heavy Duty Battery and Starter
- M599 Roof Cover Moulding
- M601 Litronic Xenon Headlights
- M602 Raised Stop Lamp
- M605 Headlight vertical aim control
- M606 Daytime Running Lights
- M611 Prepared for Telephone (Nokia)
- M614 Prepared for Telephone (Motorola)
- M615 Prepared for Telephone (Nokia)
- M618 Preparation Of Telephone Installation

The Mother of all Code Lists

by Pedro Bonilla, Gold Coast PCA, pedrosgarage.com

- M620 E-Accelerator
- M631 Child Seat detection
- M635 Parking Assist System
- M637 Sport Group (Club Sport)
- M650 Electrical Sliding Roof
- M651 Electric Windows
- M656 Without Power Steering
- M657 Power Steering
- M659 On-Board Computer
- M660 OBD II
- M661 Stricter Emissions Control
- M662 PCM (Porsche Information/Navigation System)
- M663 Hands-Free Receiver
- M664 ORVR
- M665 PCM2 Basic Module Including Radio
- M666 PCM2 Telephone GSM
- M666 Without Lacquer Preservation and Chrome Preservation
- M668 PCM2 Telephone Handset
- M670 PCM2 Navigation
- M673 Prepared for Lead Sealed Odometer
- M675 Instrument Cluster - Technical Lighting
- M680 Hi-Fi Audio System with Booster
- M685 Divided Rear Seat
- M686 Digital Sound Package
- M686 "Radio ""Porsche CDR-21"""
- M686 "Radio ""Ludwigsburg"" SQM with Arimat"
- M687 Radio Muenchen RD-104
- M688 Becker CDR-210 w/CD Shelf in Center Console
- M689 Preparation for CD Changer
- M692 CD Changer (6 CDs) Remote
- M693 CD Radio London RDM-42
- M695 "CD Radio ""Porsche CDR-22"""



Continued on page 32

Codes . . .

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M696 AM/FM/CD Bose Package and 6 CD Remote Changer
M696 "CD Radio ""Porsche CDR-220""
M698 "CD-Radio ""Porsche CDR 32""
M699 "CD Radio ""Porsche MDR 32""
M6A FLOOR MAT - Black - Red Boxster Logo
M6FFLOOR MAT - Metropol Blue - Boxster Logo
M6H FLOOR MAT - Natural Brown - Boxster Logo
M6J FLOOR MAT - Nephrite Green - Boxster Logo
M6J FLOOR MAT - Nephrite Green - Black Boxster Logo
M6M FLOOR MAT - Boxster Red - Black Boxster Logo
M6PFLOOR MAT - Graphite Grey - Black Boxster Logo
M6SFLOOR MAT - Savana Beige - Black Boxster Logo
M701 Car-version Slant Nose
M719 Special Reconstruction
M780 Remove Safety Certificate
M900 Tourist Delivery
M912 Vehicle Without Identification Plate
M925 High Altitude Areas (US)
M930 Seat Cover Rear LLL
M931 Seat Cover Rear KKK
M932 Seat Cover Rear SKK
M933 Seat Cover Rear SLL
M934 Seat Cover Rear SSK
M935 Seat Cover Rear RLL
M936 Seat Covers rear Leather
M937 Seat Covers rear Leatherette
M938 Seat Covers rear Cloth
M939 Seat Covers rear Draped leather
M945 Seat Cover Front RLL
M946 Leather/Leatherette Seats
M947 Seat Covers Front and Rear: Cloth/Leather/Leatherette
M948 Seat Cover Front SLL
M974 Luggage Boot Cover
M975 Luggage Boot Trim with Velour Carpet
M980 Seat Cover Raff Leather
M981 Leather Equipment without Seat Covers
M982 Soft-Look Leather Seats in Color
M983 Seat Covers Front and Rear Leather
M985 Parts Silver Colored

M986 Partial Leather
M989 Left and Right Sports Seats - Cloth
M990 Seat Covers Front Cloth/Cloth/Leatherette
M999 Passenger Compartment Monitoring Sensor For Leather Color Of Choice
MA INTERIOR - Special Leather - Boxster Red
ME INTERIOR - Special Leather - Boxster Red
MJ02 Sound System Bose Analog
N1 EXTERIOR COLOR - Zanzibar Red
P01 Comfort Package
P01 AM/FM Radio Cassette Player with anti-theft coding and removable control unit MANDATORY
P02 AM/FM Radio with CD Player with anti-theft coding and removable control unit
P08 Limited Slip Differential with Automatic Brake Differtial (ABD)
P10 Sport Touring Package
P11 Self Dimming Inner and Driver's Rearview Mirrors
P14 Heated Seats
P14 "Heated Seats Package, Passenger&Driver's Side, w/Adjustable Heating Range"
P15 Memory Seats
P31 "Sports Chasis w/rigidly tuned springs & shocks, spring plates, hgt. adjustable shocks, 17"" wheels"
P32 "Sports Chasis w/more rigidly tuned springs & shocks, spring plates, hgt. adjustable shocks, 18"" wheels"
P36 "Special Chasis with M393 (17"" targa wheels)"
P37 Traction Control with Active Brake Differential
P38 Technic Sport Package
P49 Digital Audio includes M490
P63 Sport Package
P64 Sport Touring Package
P65 Sport Touring Package
P69 Sport Design Package
P70 Sport Design Package
P74 Xenon Headlights and Headlight Washers
P77 Leather Sport Seats
P78 Leather Sport Seats
P84 Sport Package
P85 Sport Touring Package
P86 Sport Touring Package

Way We . . .

continued from page 22

breakable parts to get at the broken door handle.

Marketplatz from 20 Years Ago

- White SCCA ITB—seen at Nord Stern driver's ed events running # 83. Fully sorted, still holds lap record at BIR (2:05.0). Not run seriously for past three years. \$4,000; call Mark.
- 1985 911—Sepia brown, with 61,000 miles on the odometer. Upgraded suspension including new turbo tie rods. Spoiler, roll bar, racing seat and Burch exhaust. \$19,500; call Steve Scherf.
- 1987 928 S4 GT—Black with 51,000 miles on the odo. Used as Ken Crumb's backup car. Many upgrades, including Eibachs, Konis, Borla wires, etc. Three sets of forged wheels, two sets of tires. Two owners, never shunted. Guaranteed to be FAST. \$29,000; call Rodger Finke.
- 914 Race Engine—2.2-liter, 4 cylinder. Built by FAT Performance in California with no expense spared and the best of everything installed. Virtually every trick that FAT knows was installed in this engine. Run for only once season; robust, reliable, and fast. Runs like a quartz watch. \$4,000; call Dave Arundel.

Quotes . . .

continued from page 29

Dan Gurney: Racer - Car builder (American)

- I would never have guessed that my first Formula 1 win, which happened in a Porsche, at Rouen, France in 1962 would also be Porsche's first and last.



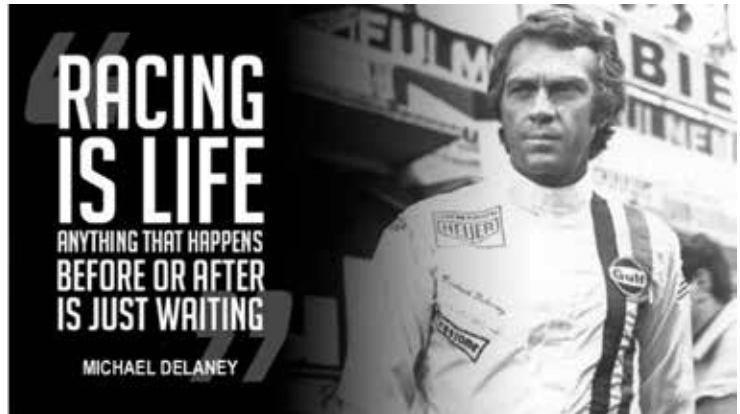
Jacky Ickx: Racer (Belgian)



- Our 1977 Le Mans was a special win because, in my opinion, it was the most beautiful one. Everyone in the Porsche Team attained an impossible thing. It was truly amazing!

And, of course: **Steve McQueen:** Racer

Actor / Actor Racer (American) Playing the role of Michael Delaney in "Le Mans"



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

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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.

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Boxster Hardtop

1997-2004, Guard's Red, window defroster, Porsche cover. Excellent condition. \$2,250. Phil Saari, 651-260-5665, email: ps356er@yahoo.com

2009 986 Boxster Hardtop

Like new, black metallic Z8 Color Option. Located in Hopkins. \$4,000. 612.275.5482. Mike



Above, back cover: No Ross, the beach is down the road, just take a left at Pine Beach Road and follow the signs! GPR region's Ross Shultz spinning at exit of turn 10 at Nord Stern's PCA Club Race this July. Photo by Cid Holton.

To Drive . . .

continued from page 11

it's a problem, all the same. When you have to call your insurance company, to tell them you're taking that prized possession out to perform its intended purpose. Talk about anticipating or perishing . . . I've never heard paranoia described as a pleasurable experience.

No, it's the odd duck that exercises a coveted classic in ways the manufacturer intended. Which is too bad. As for me, I'm increasingly resigned to turning up the volume on videos of the Goodwood Festival of Speed, where hellbent speed merchants wring out priceless machinery to the rev limiter. Is this what the sport is coming to? I'm afraid so.

There you have it, SCM. Do not go quietly into that brilliant sunshine. Unless you're a sitting duck or you can hardly afford your insurance premiums. The rest of you? I'll see you around the corner.

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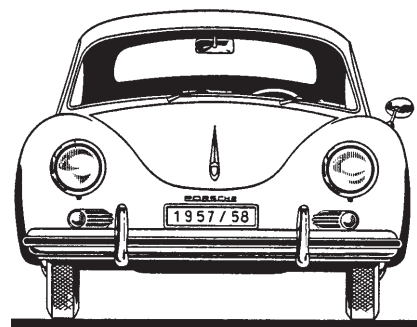
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Did you know?

courtesy: https://www.usefultrivia.com/miscellaneous_trivia/porsche_trivia.html

The Porsche 356 was built with parts from what other car?

1. Aston Martin DB2
2. Citroen DS
3. Volkswagon Beetle
4. Alfa Romeo 8S



Answer: In post-war Germany, parts were generally in short supply, so the 356 automobile used components from the Volkswagen Beetle, including the engine case from its internal combustion engine, transmission, and several parts used in the suspension.



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