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N O V E M B E R 2 0 2 1

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

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Cover: Photo by Brian Lewis
Green 1973 911T, owned by
Brian for 'years and years' he
says. In a fall foliage setting
with new rims from Singer.

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

The editor reserves the right to edit all material. Articles and classifieds for publication in Nord Stern must be submitted by the 15th of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and Nord Stern.

Nord Stern membership is \$30 per calendar year. Nord Stern subscription for non-PCA members is \$40 per calendar year. Life members \$20 donation appreciated to defray costs.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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website: www.nordstern.org

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

HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

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

2. Second, join Nord Stern

- Visit www.nordstern.org and remit dues via Paypal hotlink on the Membership 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 Nord Stern membership

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

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Please send any address changes or updates via emailmembership@nordstern.org

Mail renewal checks to:
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2021 Nord Stern Officers and Committee Chairs

President John Velure 5707 Kipling Ave Minnetonka, MN 55345	president@nordstern.org	Historic Archivist Kim Fritze	archivist@nordstern.org
Vice-President Rick Tanler	vicepresident@nordstern.org	Insurance Jeff Carlson	insurance@nordstern.org
Secretary Betsey Porter	secretary@nordstern.org	Membership Jim Southwell and Steve Albers Betsey Porter	membership@nordstern.org
Treasurer Todd Smith 13591 Pineview Ln N Dayton, MN 55327	treasurer@nordstern.org	Met Council Bob Kosky	metcouncil@nordstern.org
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	
Autocross Andy Golfis	autocross@nordstern.org	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
Board of Directors Lara Dant Roger Johnson Chip Smith	board@nordstern.org	Safety Chuck Porter Keith Erickson	safety@nordstern.org
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Drives Theo Martianos, Nick Severson	drives@nordstern.org		



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

*Welcome . . . New (and Returning!)
Nord Stern Members
We hope to see you at upcoming events!*

Watch here for updates!

In the meantime, **it is time to renew your subscription to Nord Stern for the 2022 upcoming year.**

Payment is easy via PalPay online: **website.nordstern.org/membership/#JoinTheClub**

- Dues are \$30 and get your 12 issues of the newsletter, the option to join the online listserv Clubtalk, participation in any and all things organized by the club! Discount on track events.
- 3-year membership is \$80 - An even better deal. And as we all know there aren't that many 'deals' in the world of Porsches.
- Don't let YOUR newsletter subscription lapse, renew today!

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 skills and techniques 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, or the equivalent 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 to 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 are 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 John Velure

As our Porsche season begins to wrap-up, the weather continues to provide us with some beautiful afternoon drives. The cool air provides a perfect backdrop for the snap, crackle and pop of an open exhaust Porsche. As a kid, I remember jumping in my father's 1973 911T to head out for early Sunday morning drives. We generally headed southeast of the Cities because the elevation and twisty roads it offered. The engine sounded great as we ran through the valleys, but those old Pirelli tires never seemed to heat-up and acted like hockey pucks as we occasionally drift through the turns. I think Bruce Springsteen's song is now playing in the background – 'Glory Years'. Well, Porsches do make fond memories. So, quit reading this article and make some memories.

We had a great inaugural Chili Fest in October. We had 10 Chili entries. It was a hard-fought battle by all our Chefs, and I want to thank all the chefs - **Jim Cahill, Peter Bailey, Rick Tanler, Michael Grabner, Kelly Coffey, Andrew Eisenhart, and Jill VeLure**. The 'Barn' is an incredible event center - great parking for a car show, super cool barn with a basketball court and live music stage, and two great challenges - the Torque Wrench challenge and the Speed Tire Change challenge. I want to thank **Toni Larose** for putting on a fantastic event, and **Bret Bailey** for creating the 'Chili Bowl' award and

helping to create the 'Oil Can' awards.

In preparation for next year, the Board and I will be putting forth the slate of volunteers for the 2022 Administration. These volunteers include **Steve Kemp as President, Jeff Eckroth as Vice President, Judy Sievers as Secretary, and Todd Smith as Treasurer**. These volunteers have been involved in various Club events from Driver's Education to the 'All Porsche Show' to the Social Drives. I am excited to hand the baton to this team because they plan to build onto the successful year we had in 2021. Steve and Jeff have both been involved in DE but see the opportunity to create more drive and social events. As some of you may know, Steve was responsible for building dealer relations and dealer events at Polaris. He envisions building on the dealer relationships that **Roger Johnson** has successfully developed with Porsche of Minneapolis and St. Paul. So, when you receive your electronic invite to vote for the 2022 Administration, please execute it by checking the 'Yes' box.

A couple of other announcements for 2022, **Ben Rogers** will become Chairperson for Drivers Training. Ben has assembled a great team to help him – including **Rick Polk, Eric Johnson, and Matt Johnson**. Please feel free to reach out to Ben if you have an interest in joining his team to build onto the Driver's Training program. **Jim Bahner**, Chairperson of Track Relations, is zeroing in on track dates for next year. We should be able to announce those next month. Lastly, we are planning to conduct our annual party on Saturday, January 29th, 2022. We are working on a special guest speaker, and we are looking for a fun, and somewhat off the beaten path location for the get-together. Stay tune for more information.

Continued on page 8

Advertiser Directory

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2021 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

It's November, it's election time. True even in the world of our local Porsche Club, aka, Nord Stern. And by now all readers should have received their link to an online digital platform for voting for next year's election!

Moving over to the digital format certainly has made life easier for the newsletter editor as we aren't dependent on paper ballots, inserted in the newsletters, snail mailed anymore. And we have made voting easier (in my humble opinion), quicker, cheaper (no stamp needed!). You can click on the link in the comfort of your home, your office, your fav get-away and submit your votes. We are big believers in making voting easy and accessible to all. We love having as many members participate. So watch your email and vote!

In the meantime, I'd like to share the bio's we have for our candidates, its exciting to see how involved and passionate these folks are:

President - Steve Kemp

A long time Audi Quattro fan, I wandered over to the Porsche dealer in 2005 and drove a new 987 Boxster S. After the first corner, I have not stopped smiling. I was able to finally get my own 987 in 2007, joined the club, and have done DE events since then. I'm currently learning how to drive an C4 911 on the track for a new challenge. This club has connected me with so many wonderful people that love their cars as well. I started PCA Sim racing about a year ago and have enjoyed getting to know PCA members all around the US and Canada.

Vice President - Jeff Eckroth

Hailing from ND, PCars were not on our radar. In 2014, a friend in Fargo lit the fuse and my wife and I acquired a 'Truck' / Cayenne S. Then, soon after, a 997.2 C4S and we were hooked. We have evolved to love and own a representative from each model designation from F body to 991.2. Being part of the people of Porsche in the upper Midwest brings us great joy and I desire to share this enthusiasm with our club members, present and future.

Secretary - Judi Sievers

I guess most people would call me a 'car gal' as I enjoy them all — race, muscle, vintage, street rods, etc. My passion of working race events, club and pro, as a Starter, has taken me to tracks all over the U.S. My favorites were Rennsport and Rolex 24 Hours of Daytona. Working Nord Stern events either on Grid or at Start, opened my eyes to a great group of people. So, almost 4 years ago, a friend found a 996 in Arizona for sale. It was love at first sight and the best birthday present ever!

From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

I have been on Boards or Chairs for SCCA, BMW, and Harley Owners Group, and I look forward to being a part of my new 'family'. Thank you.

Treasurer - Todd Smith

A long-time car guy, I even rebuilt the engine in my Pontiac Trans Am in the driveway of our house while in high school.

In November of 1969, I opened one of my car magazines and saw a Red Porsche Targa with the convertible/soft zip-out rear window and said (I think out loud) "I gotta have one of those." 37 years later, I got my 1st 911 (993). That's another whole story you can ask me about.

I joined Nord Stern in 2006 and didn't really attend any events until 2008. By 2014 while standing on the "sloppy slope" my Nord Stern friends pushed (or shot me in a howitzer) into track life. Two years of being "loaned" a 944, I purchased my 2nd 993.

We have made friends with a WIDE variety of Porsche owners with all kinds of interests and backgrounds in Nord Stern and various other PCA regions.

"It's not just the cars, it's the people" is so true!



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NOVEMBER

- 6 Nord Stern's 'The Crooked Turn' Year End Stand-up Dinne**
Location and Time TBA
- 9 Nord Stern Business Mtg**
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

DECEMBER

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

JANUARY

- 11 Nord Stern Business Mtg**
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting
- 29 Nord Stern Holiday Party 6 p.m.**
Location: TBA

FEBRUARY

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

MARCH

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

APRIL

- 9 Wizard Products - Automotive Detailing Demo**
Chanhassen AutoPlex Club House
Details TBA, 10 a.m.?
- 12 Nord Stern Business Mtg**
Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

MAY

- 10 Nord Stern Business Mtg**

Prez Sez . . .

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I would like to thank **Jeff Bluhm** for his MANY years of service as Treasurer. Jeff's done a great job of keeping us in the green and managing the Club's books. Also, I would like to thank **Betsey Porter** for her many years of service as Secretary. As you all know, Betsey wears several hats in the Club – social media, helping with registration and organizing events, as well as serving as Secretary. Betsey's always that 'go to' Club member to make it happen!

In December, we are planning an in-person Business Meeting on Wednesday, December 15th. The location will be announced shortly, and we welcome your attendance as we wrap-up the year and prepare for 2022.

Thanks, John V, El Prez

2021

Location: TBA 6:30 p.m. Social, 7 p.m. Meeting

Note: Events on clubregistration.net open 90 days prior

**LOCAL CAR EVENTS OF INTEREST
NOT organized by Nord Stern, or PCA**

• MN CARS AND COFFEE • (See Ad)

First Saturday of the month, May - October

• OCTAINE AND CAFFEINE • (See Ad)

2nd Saturday of the month, April - Oct, see Ad

• CARS AND CAVES •

A monthly event held at the Chanhassen Autoplex 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

2022

2022

2022

2022

2022



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Clubtalk Chatter . . .

courtesy Clubtalk

Nord Stern Chili Cook-Off!

I have to send you a big thank you for coming up with such a great idea. Patti and I had such a great time.

Food, competition and entertainment, oh yeah, great people. Can't wait for next year's event. Thanks again.

– Andy Golfis

Same here! My whole family had a great time! Thanks for organizing such a fun afternoon - and we loved the venue!

– Kelly Coffey

Andy, Kelly,

Toni Larose did a great job pulling the event together. Also, big thanks to Bret Bailey for producing the 'Mac-Daddy' award and helping me with the other awards. We'll make a bigger event next year!

– John Velure

DITTO!!! Even tho I did not win the chili contest, Jenny and I still had a great time!

I really wanted that trophy damn it.

– Michael & Jenny Grabner

Fall Color Tour

Thanks to all that participated in the 2021 Nord Stern fall color tour. The panning has already began for 2022.

– Ron and Michele Johnson

Ron and Michele, Great event! Can't waiting until next year! Thanks,

– John Velure

Ron & Michele, great event, fun tour (320 miles!), and nice to meet more NST members.

– Jim Southwell

Thank you for organizing. It was our first time. We had a blast.

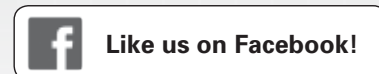
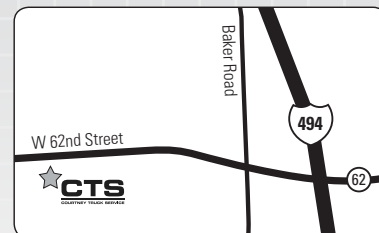
–Scott Morse

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The meeting was called to order by President John Velure at 7:03 p.m.

President – John Velure

- Two final board meetings for 2021
- Tues, November 9th meeting will be via Zoom
- Wednesday (change in date, please note) December 15 – in person, TBD

Vice President – Rick Tanler

- No separate report

Treasurer – Todd Smith

- No separate report

Secretary – Betsey Porter

- No separate report

Advertising – Mollie Nygaard

- No separate report

All Porsche Show – Phil Saari and Hal Voges

- No separate report

Autocross – Andy Golfis

- No separate report

Board of Directors – Chip Smith, Roger Johnson, and Lara Dant

- No separate report

Charity – Mark Kriesch

- No separate report

Club Race – Dan Perinovic

- Club Race dates are: July 22-24, 2022
- Mark your calendar now!

Driver Education – John Blackburn

- No separate report

Driver's Training – Jim Bahner

- Ben Rogers will be co-chair for 2022
- Thinking about re-starting a June event at BIR, mix up the days, mix up Driver Training/Driver Ed

Historic Archivist – Roger Johnson

- No separate report

October Nord Stern Business Meeting Minutes...

Insurance – Jeff Carlson

- No separate report

Membership – Betsey Porter, Jim Southwell, and Steve Albers

- No separate report

Newsletter – Christie Boeder

- No separate report

Registrar – Andy Barker and Dave Anderson

- No separate report

Safety – Chuck Porter

- No separate report

Social – Toni LaRose

- No separate report

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Meeting Minutes . . .

continued from page 11

- Winter party ideas
- End of January
- Bear Path, MN Valley, Edina CC

Social Media – Misty Martianos and Betsey Porter

- no separate report

Shop and Tech Relations – Roger Johnson

- no separate report

Touring, Rallies and Drives – Ron and Michele Johnson, Theo Martianos, Nick Severson and Judi Sievers

- Fall Color Tour – Sept 30-Oct 2, 2022
- Thinking about partnering with Northern Iowa region on some rallies and drives.

Track Relations – Jim Bahner

- no separate report

Webmaster – Dave Anderson and Christie Boeder



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- no separate report

(P), Jeff Eckroth (VP), and Judi Sievers
(Sec)

Old business

- no old business

- Election slated for November

Meeting adjourned.

New Business

- Member Shelly Genetti is working on
creating permanent name tags for members

Respectfully submitted,
Betsey Porter, Secretary

- New officer candidates are Steve Kemp

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Elaborate subtitles seem to be a fact of life these days, and indeed they can provide clarification for otherwise ambiguous or duplicate titles. In the case of this book, the subtitle only hints at how personal, detailed and well illustrated is the write-up presented. Virtually a photo-illustrated diary of a very ambitious and complete restoration of a basically presentable SC, it can be an invaluable resource for anyone working on any air-cooled 911, SCs in particular.

Divided into 17 chapters, every system of a car is covered individually, starting with Preparing for Engine Removal, passing through Gearbox Rebuild and the CIS System, to end with Suspension Refresh and a Word on Brakes.. Coverage is complete and thoroughly detailed. Hopefully, the five chapters relating to rust repair (the subject is a British car after all) will have little relevance to California and Arizona readers. It is also noted that while interior sound proofing and new carpeting are dealt with in detail, there is no mention of any work on the dash pad, though apparently the wind-shield was removed and the seal replaced.

Written in first person, it gives a very readable, you-are-there feeling, a feeling greatly enhanced by the many close-up photos. One unusual feature of this book is that in addition to describing what he does, and including pictures of the parts on which he is working, the author refers to parts by page number in the Porsche Parts Manual, by item number on that page, and by the Porsche part number itself. Truly a treasure trove of factory parts book diagrams for the SC. Also provided is a system by system tabulation of parts, by Porsche number, and listings of tools and wrench sizes used. The tables are meticulously detailed down to individual nuts, washers and screws. These tables, page after page of them, are so complete and comprehensive that it is a wonder he had any time to actually get any of the work done.

The illustrations in PORSCHE 911SC are refreshingly realistic compared to shop manuals; they show dirt and rust and parts displays laid out on grass. Chapter numbers and names in the upper corner of the right hand pages provides context to the discussion.

A British book, some of the terminology is 'strange' and the type font is noticeably different from that used in most books published in the USA. Also unique to this book is the fact that the detailed captions for the photo illustrations, arguably the meat of the book, are in larger type than that of the basic text.

Roughly 1/3 of the book is devoted to body and upholstery repair/restoration. A full chapter is devoted to

NORD STERN NOVEMBER 2021

Book Reviews for Porscheophiles

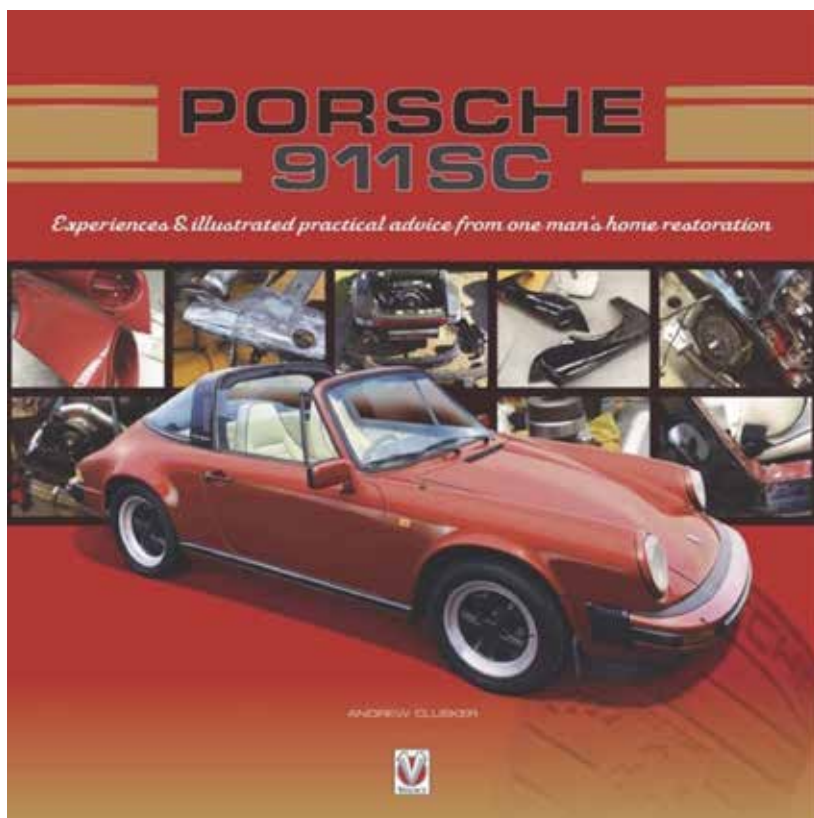
by Bruce Herrington, Orange Coast Region

PORSCHE 911SC: Experiences & Illustrated Practical Advice from One Man's Home Restoration

by Andrew Clusker, published March 2021 by Veloce Publishing, UK

rebuilding the non-collapsible Targa roof. Fifteen very well illustrated pages are devoted to pedal cluster rebuild including replacement of seven bushes. This chapter is one of many that, basically, is not SC specific but generally applicable to all air-cooled 911s.

PORSCHE 911SC is hardbound with a photographic cover, and contains 280, 10 x10 inch heavyweight pages, copiously illustrated. Befitting the meticulous data tables, there is a very comprehensive index. Because of its size and the interesting illustrations, it will make a great coffee-table book. Because of its intimate detail, anyone interested in the construction, or maintenance/repair of an air cooled Porsche 911 should have a copy of this book. By the time you read this it should be available from your favorite bookseller for \$60.00 (ask for it), or from Amazon books.



Tiretalk 101 via Clubtalk . . .

b

I've had a slew of Porsches with various tire sizes and uses from daily driver to club racing.

Was checking factory psi specs for my current 991.1 GTS. Somewhat surprised to see cold pressure in the rears at 45psi. Aired up to that for a very short trip for fuel and they were approaching 50psi.

Again factory tire psi spec . . . If that's what the Porsche folks, say so be it.

Any thoughts from the peanut gallery on these psi's?

– Jim Holton

Commentary: Oh, sure, you title the thread 'Tiretalk 101' and proceed to ask a graduate level question . . . But it's a really good question. I'll answer as a retired tire guy.

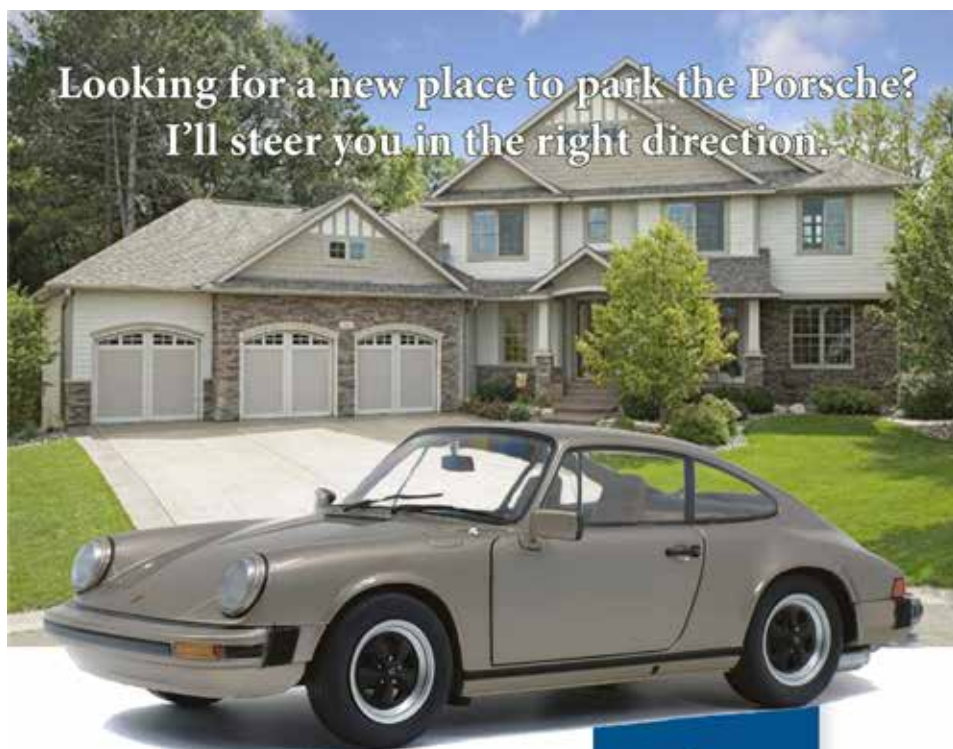
To start it's important to remember that inflation pressure is a key design element of the tire.

That cannot be over-stated. All performance

characteristics of the tire are a function of the amount of air available to carry the load. Porsche is one of the few OEM's of any kind that do any significant tire testing. They then allow the tire manufacturer to rate the tire with an "N." They have been all over the map on inflation pressure, however. I suspect the primary reason is the autobahn. It offers a worst case scenario of very high speeds and high loads for long periods of time. Heat is the nemesis of tires and higher pressures reduce the flex and thus buildup of heat, especially at high speed and load. This is why trailer tires fail so often. High load and high flex if not inflated properly.

Newer 911's have a "comfort" pressure that is lower than the full speed full load setting you are using. I believe the rear is 39 and forget what the front is, but roughly 34 or 35. My 996 turbo calls for 36/44. I have been running 34/39 for years and that seem to work well as I only dream of autobahn speeds. .

– Roger Johnson



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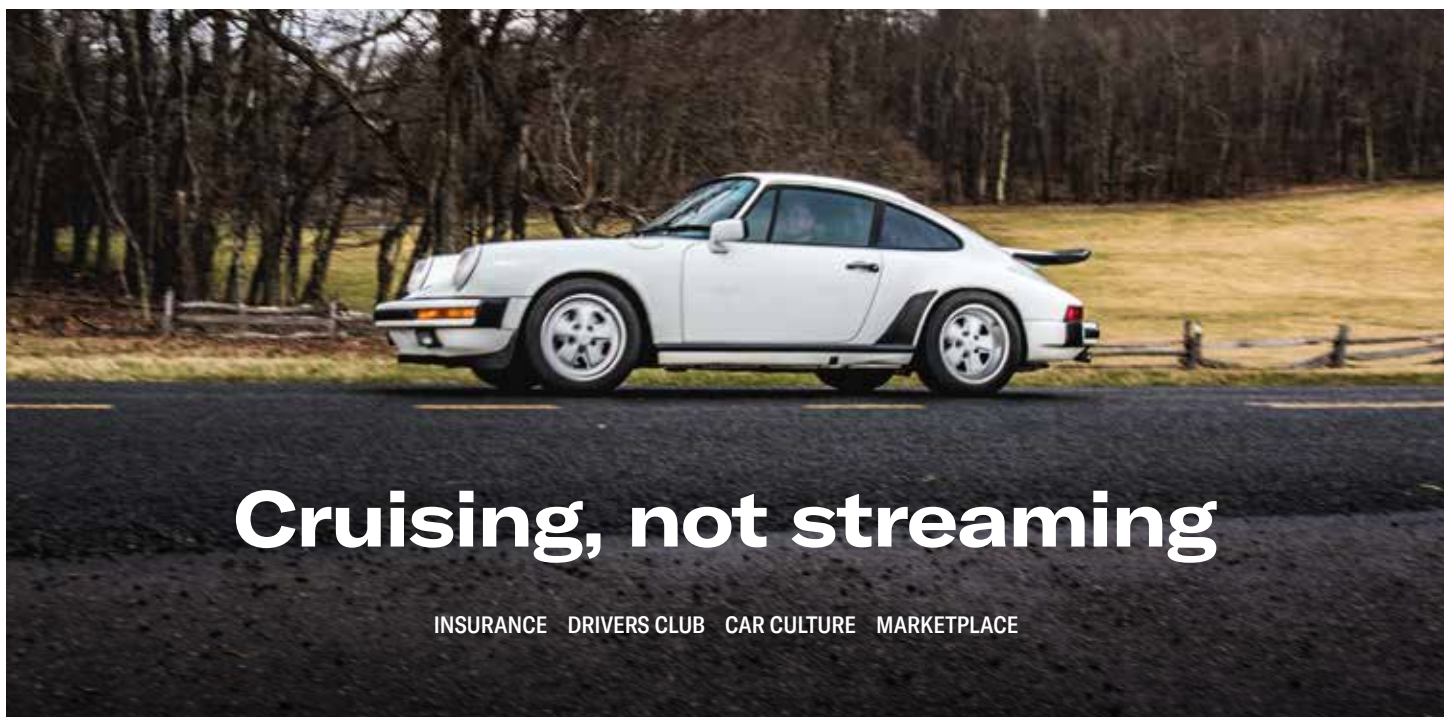
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Met the young US Navy veteran taking the Porsche life to the next level.

In the spring of 2021, Harrison Schoen made a choice that, on the face of it, might seem like a strange one. After giving up the lease on a rental house in Salt Lake City, he loaded a few belongings into the back of his high-mileage 2008 Porsche Cayenne and started to call it 'home'.

Born and raised in St Louis, Missouri, Schoen joined the navy at 18, working in a variety of roles and eventually moving to the home of the Pacific Fleet in San Diego. After leaving the military he headed inland, to Utah, and found himself working menial jobs in Salt Lake City to pay the rent. A year and a half later, he decided on a drastic change of direction.



"Being in the navy and living on an aircraft carrier, I learned how to live small. So after getting out, I moved into a two bedroom house and before long I was living in the garage and renting out both bedrooms so that I could live for free. Even then I got tired of things still taking my attention away from just living life."

"I realized how short life is"

It is 09:00 in Utah, and Schoen is speaking from the cabin of his Cayenne while enjoying breakfast. His original plan had to be to travel abroad, he explains, with Thailand mapped out as his first destination. The COVID pandemic put an abrupt end to his international escape plans, but it also focused Schoen's attention on making the best of the

here and now. "I realized how short life is," the 24-year-old says, "and if I had the ability to travel and make a living while on the road, that's something I should explore while I'm young and able bodied rather than working my whole life, retiring and then trying to enjoy the world."



It is a philosophy that will strike a chord with many after the last 18 months, and Schoen's adventure, still less than four months in the making, is already attracting a growing following on social media where regular posts reveal a mixture of romantic escapism and undeniable sacrifice. The Cayenne, although a luxury vehicle in the traditional sense, would not be most people's first choice for a mobile home, but Schoen spotted one for sale online one night, and bought it first thing the next morning.

A Cayenne S, it had more than 200,000 kilometres on the odometer and Schoen quickly set about modifying it. This included a 3-inch lift kit, tubular upper control arms, new poly-bushed lower front control arms and 18-inch wheels shod in mighty 33 X 12.5-inch off-road tyres. He also added a roof rack to take a storage box, awning and spotlights and removed the rear bumper to increase the car's departure angle.

One of the other key decisions Schoen made in converting the Cayenne was to rig up a platform inside to sleep on, rather than opt for a roof tent. This was in part because using a roof tent limits drivers to designated campsites, but also because it significantly raises the center of gravity, a hindrance for serious off-roading.

Driving on the beach in Oregon

Schoen has now been living full time in the Cayenne since May, cooking on a portable stove and washing beneath a roof-mounted road shower. He has driven some of the most challenging trails in the western states and is aiming to visit every National Park in the US and even to reach Alaska, documenting every leg of the journey via social media and YouTube. "My favorite experience so far has been driving on the beach in Oregon," he says. "I arrived at 06:00 and the whole beach was covered in fog. I'd

Living Full-time in a Porsche Cayenne

...

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



Full-Time in a Porsche Cayenne . . .

continued from page 17

never driven on a beach before so it was a really magical experience. And it made for some the coolest photos yet of the car!”

Schoen has racked up an impressive 32,000 kilometres in the Cayenne since he bought it in February and at the moment he doesn’t see an end to the adventure. “I’m really enjoying traveling at the moment,” he says. “Some of the reasoning was to do something different from every else in society. The navy prepared me for everything I’m doing now; living in a small space but also the solitude. I don’t get that lonely and I’ve been fortunate enough to make friends all over the country. There’s a great community of people living the ‘van life’. I’m just taking it to the next level because my Porsche allows me to get to places most people can’t reach.”

External Links: <https://www.instagram.com/957adventure/> https://www.youtube.com/channel/UCGMvn_2tpeX3mgWwuv8v19w



Winter Already?

Photo by Brandon Olson

Dad Brandon reports son “Cason has been hard at work in the garage getting our Cayman GTS ready for winter by installing the all-season tires!”

And he reports that he and Cason had a great time at the recent winery drive sponsored by the dealership, where Cason was doing some ‘shopping’ picking out the next Porsche, the GT3. He has a good eye. :)



We had a great inaugural Chili Cook-off. I want to thank Toni Larose for putting on a fantastic event. The 'Barn' is an incredible event center - great parking for a car show, super cool barn with a basketball court and live music stage, and two great challenges - the Torque Wrench challenge and the Speed Tire Change challenge. Below, Porsche's in the corral.



On top of the fun with the challenges and great live music, we had 10, over the top, Chili entries. It was a hard fought battle by all of our Chefs. I want to thank all of the chefs.

- **Jill Velure** (Veg/Non-meat) - Bean Buster Chili
- **Jim Cahill** - Bronco Buster Chili
- **Peter Bailey** - Cryin Hawaiian
- **Rick Tanler** - Exterminator Chili
- **Kim Crumb (Jill VeLure)** - Hill Billy Chili
- **Michael Grabner** - Korean Numb Chuck Chili
- **Kelly Coffey** - Red Hot Chili Eaters
- **Andrew Eisenhart** - Ultimate Fireball Chili

The Chef's were after the following trophies - from left to right - 2nd, 1st, 3rd Place. I would



like to thank **Bret Bailey** for pulling together the 1st Place Trophy and helping build all of the other trophies - we have not offered hardware like this in a long time.

NORD STERN NOVEMBER 2021

1st Place - Red Hot Chili Eaters: **Kelly Coffey**



2nd Place - Ultimate Fire Ball Chili: **Andrew Eisenhart** (at right below)



3rd Place - Cryin Hawaiian Chili - **Peter Bailey**



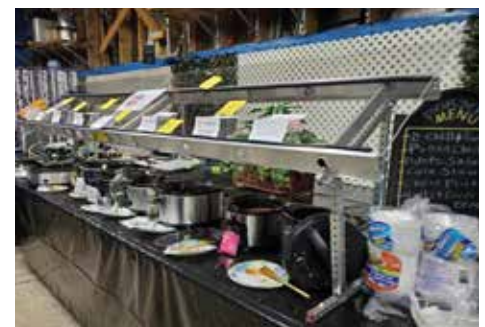
On top of the great Chili Cook-off, we conducted two great challenges - The Tire Change Challenge which was co-won by our own Vice President - Rick Tanler.



Our winner of the Torque Wrench Challenge!



Thanks for all who were able to attend. We had a great time and I look forward to next year's Chili Cook-off!



More Fall Color Tour 'Vignettes'

photos courtesy Ron and Michele Johnson



A picture CAN paint a thousand words! 2021 Fall Color Tour - One Fabulous Weekend of Drives, Hospitality, Conviviality, Color, Fun

photos by Todd and Denise Villeneuve





Porsche People and Porsche Vehicles! 2021 FCT

Photos by John Velure



2021 Fall Color Tour Pictorial

Photos by and courtesy Jerry Patten and Peggy Van Sickle



Left to right: Ron and Michele Johnson at the Friday evening social, The Duluth Lift Bridge under the moonlight, Hawkins Mine (surprise stop), Dorothy's Ruby Slipper and that famous Wicked Witch at the Judy Garland Museum!



Peggy Van Sickle & Jerry Patten in the wind outside of the restaurant. Table #1, last table served!



Jenny & Perry Parendo at lunch where Perry won the car kit



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The front cover of Nord Stern for November of 1999 featured a shot of **Kim Crumb's** 928 GT on the street at the Mt. Tremblant Porsche Parade. The buildings in the background were a beautiful golden yellow, providing a very European setting in Quebec. Kim took the photo himself. The rear cover shot was provided by **Susan Cirillo**. Susan caught **Ron Lewis** and his very red Porsche at the Club Race weekend at the Brainerd international Raceway in June. Ron evidently felt that he needed to clean his wheels, even in the drizzle.

Our hardworking editor Christie apologized for the tardiness of the November issue, but noted with pride that almost all of the articles contained in the issue were written by Club members. As Christie noted, the Club's newsletter is truly a Nord Stern generated production. Articles written by **Ken Kamstra**, **Kim Crumb**, **Bobby Piper** and **John Hobbs** were the leading features in the November issue. Not many Porsche club publications anywhere in the nation can claim this level of member participation.

President **Mike Selner** signed off after a very productive year of leadership. Mike wished incoming president **Jon Beatty** all the best, noting that everyone was looking forward to a fantastic 2000.

The November issue led off with **Ken Kamstra's** detailed discussion of his purchase of his first Porsche, a 356 B cabriolet. Well written, with spicy phrases such as "...her tight jeans-clad derriere suggested ...", presumably inserted to keep the readers' interest, the piece was in many ways more than most Club members might expect, but it was certainly creative, as Ken was nothing if not creative in all that he did.

Jill Daneu provided several pages of photos illustrating the good time that was had by all at the Club's Oktoberfest rally, held in September. **Roy Renneberger** followed up by providing the Oktoberfest Rally results as reported by a non-poker player. As I read the results years later, I have no idea what Roy was trying to explain. It does appear that the Rally included some driving, a good deal of eating, drinkin,g and dancing.

Kim Crumb authored a lengthy piece detailing his experiences at the 1999 Porsche Parade at Mt. Tremblant, Quebec. Accompanied by Club members **Scott** and **Kelly Meyer**, the group represented the Club very well, placing first in a number of key events during the week.

Bobby Piper offered an in depth commentary on the snob appeal attached to Porsche ownership. Upon reflection,

Where We Were . . . 60+ Years!

curated by Ron Faust, 1980 Weissach 911 SC, 50th Anniversary 911, 356 and Kevin Egan, 2018 718 Cayman

Bobby concluded that this intense interest was more than simple devotion to a brand of automobiles; it was more akin to a disease. To Bobby, Porsche fans have fallen victim to a particularly potent form of virus. Bobby reminded all that this affliction was indeed contagious and needed to be clinically managed. In conclusion, he recognized that, while it would often be prudent to do the correct thing and buy a nice Honda Accord, those with this condition somehow always find the cash to buy an old 911 SC instead. This makes perfect sense to those with this affliction!

Jon Hobbs offered Nord Stern readers a detailed presentation of the fourth round of the American LeMans series (ALMS), held at the Sears Point international Raceway near Sonoma California. ALMS was an endurance series featuring many of the cars and drivers that competed in the 24 hours of LeMans. Given Porsche's competitive efforts 20 years ago, the ALMS was naturally a premier showcase for top-notch Porsche race cars in North America. The Sears Point competition that Jon attended attracted a number of competitors beyond those from Stuttgart, including BMW's, Dodge Vipers Saleen Mustangs and an LT5 Corvette. At the conclusion of a long day, the BMW V12 LM repeated its recent victory at LeMans.

Front over, Kim Crumb's 928 GT on the Mt. Tremblant Porsche Parade. These bidings are a lovely golden yellow. Very European cooking. Photo by Kim Crumb.





Author Koo with first Porsche and second daughter, 1968 Cabriolet and Angela Olsen.



Top: Jackie and Brian Smilie's new VW Bug, in screaming yellow with license plate "Smilie" at Last Fling, just before having new decals attached. The decals, of course, are smile faces!



Back Cover:
Ah, cleaning wheels in the drizzle. Truly a Concours guys! Ron Lewis in his immaculate (and very red) Porsche at his past June 20-22 Club Race weekend at Brainerd International Raceway.

Photo by Susan Cirillo.



Getting ready for the Parade's Concours



Scott and Kelly Mayer at the Le Circuit Mont Tremblant



Kim Crumb judging the national concours, photo by Scott Mayer



Right, Kim Crumb receiving his first place trophy



Good Scott Mayer receiving his trophy for first in class



Kim Crumb's 1989 918 GT - The Michelin man keeping watch!

**Official Results - BIR Time Trials
at Mid Week, August 8, 1999**

1	2M	25	Joe Rothman	NS	85 944	2:02:421***	2:02:862	2:02:421
2	2M	149	Arnie Olson	NS	88 924S	2:07:186***	2:07:213	2:07:186
3	2M	271	Ed Hazelwood	NS	87 944	2:09:277***	2:11:729	2:09:277
4	2M	214	Tom Volkman	NS	87 924S	2:12:767***	2:14:514	2:12:767
1	3M	408	Dave Trumble	NS	83 928	2:12:063***	2:12:569	2:12:063
2	3M	75	Richard Hutton	NS	87 944S	2:13:924***	2:15:237	2:13:924
3	3M	138	Roy Henneberger	NS	89 944	2:18:292***	2:18:473	2:18:292
1	4M	194	John Konicek	NS	87 928S4	1:58:715***	1:59:235	1:58:715
2	4M	165	Jim Potts	NS	94 968	1:59:214***	1:59:214	2:00:032
3	4M	146	Pam Viau	NS	89 944S2	2:00:697***	2:00:893	2:00:697
4	4M	188	Tony Carideo	NS	93 968	2:02:787***	2:04:466	2:02:787
5	4M	106	Mark Kittock	NS	86 944 T	2:03:171***	2:03:171	2:03:970
6	4M	109	Mark Skweres	NS	89 944S2	2:04:456***	2:05:290	2:04:456
1	5M	58	Jim Benson	NS	89 944 TS	1:55:886***	1:56:383	1:55:886
2	5M	77	Dave Galey	NS	88 944 TS	1:56:761***	1:56:935	1:56:761
3	5M	39	Mike Selner	NS	89 944 TS	1:58:486***	1:58:486	2:00:426
4	5M	104	Dave Anderson	NS	89 944 TS	2:00:338***	2:00:371	2:00:338
5	5M	200	Jim Fease	NS	89 944 TS	2:04:317***	2:04:317	2:05:627
1	5W	32	Nancy Smith	NS	89 944 TS	2:04:422***	2:04:623	2:04:422
1	7M	158	OPeter George	NS	70 911S	2:06:479***	2:06:479	2:06:540
1	8M	52	Paul Olson	NS	80 911SC	2:00:756***	2:00:865	2:00:756
2	8M	150	Glenn Lysaker	NS	78 911SC	2:02:201***	2:02:201	2:02:273
3	8M	277	Harvey Robideau	NS	83 911SC	2:03:350***	2:04:787	2:03:350
4	8M	47	Ron Faust	NS	80 911SC	2:06:576***	2:06:576	2:07:883
5	8M	243	Matthew Sauer	NS	83 911SC	2:22:898***	2:22:898	2:23:523
1	8W	129	Susan Lee	NS	78 911SC	2:06:161***	2:06:382	2:06:161
2	8W	166	Eleanor Renwick	NS	81 911SC	2:09:243***	2:09:531	2:09:243
1	9M	17	Jon Beatty	NS	85 911	2:00:176***	2:01:290	2:00:176
2	9M	42	Steve Sherf	NS	85 911	2:00:449***	2:01:064	2:00:449
1	10M	90	Ron Lewis	NS	97 993	1:55:038***	1:55:526	1:55:038

22 NOVEMBER 1999

Where We Were . . .

continued from page 25

Marketplatz from 20 Years Ago

- 1996 Audi A4 Quattro; white/grey leather, 2.8 liter engine, 5 speed, wood trim interior. Heated seats, remote CD changer, only 27,000 miles. Hate to sell, but the family is getting too big and we need a Suburban. \$25,500, call Keith Baratz.
- 1970 914 race car. Roller only, no engine includes fresh transmission with limited slip differential. Bolt in a motor and head to BIR. Fiberglass fenders, bumpers and lids, very light and fully developed. Call for spec sheet and photos. Trailer available; delivery available as well. \$12,500, call Dave Arundel.
- 1989 Porsche 944TS, Alpine white, linen leather and linen carpets. Only 20,000 miles, second owner, all records since new. Full Concours winner, 1st place in the last four years. Recognized as the best turbo S in the United states. Perfect for that next PCA national or regional show. \$25,000 firm, serious inquiries only only. Call Luis.
- Many Porsches for Sale. 1981 924 silver turbo, less than 500 miles on engine. From California, \$4200. 1984 944 red, sharp with new tires and an upgraded engine. \$3900 1983 928, blue, freshly serviced. First in Nord Stern driving training, class three. \$5900. Too many Porsches in my garage, make me an offer. Call Dave Trumbull.


2	10M	218	Jason Hedeon	NS	86 911 T	2:00:980***	2:01:086	2:26:979
							4:25:716	2:00:980
3	10M	35	Nick Cirillo	NS	91 911C4	2:05:122***	2:05:122	2:06:796
1	10W	135	Susan Cirillo	NS	91 911C4	2:08:686***	2:09:127	2:08:686
1	P2	49	Mike Hoke	NS	71 911	1:44:233***	1:44:442	1:44:233
2	P2	78	Bill Berard	NS	70 914/6	1:54:530***	1:54:530	2:01:958
3	P2	57	Dave Parker	NS	76 911	2:06:256***	2:06:256	
1	P3	83	Greg Fresh	NS	86 944 T	1:51:285***	1:51:285	1:51:558
2	P3	24	Dave Steen	NS	92 911 TS2	1:56:491***	1:56:491	1:56:867
1	P4	46	Bob Viau	NS	89 944S2	1:54:930***	1:55:078	1:54:930
2	P4	72	David Weisel	NS	73 911	2:03:045***	2:03:412	2:03:045
3	P4	190	Andy Schmid	NS	78 911SC	2:17:426***	2:19:378	2:17:426
1	P5	76	Bob Viau Jr.	NS	83 944	1:58:398***	1:58:398	1:58:615

Please note that the Time Trials for Last Fling were cancelled, all registered drivers receive one point.

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The image shows a silver Chevrolet Corvette convertible parked in a parking lot. In the background, several people are standing and talking. A large logo for "CMN Cars & Coffee" is overlaid on the top left. The text "Canterbury Park" and its address are in the bottom left, and the event schedule is in the bottom right.

On a previous Tech Article we discussed the fuel injection system, now we delve deeper into it and discuss the fuel pump in particular.

The fuel pump, as its name indicates, pumps fuel from the tank to the engine. It uses pressurized fuel lines which end at the fuel rail* where the injectors vaporize the liquid gasoline so it mixes with the incoming air from the intake plenums. The mix then goes through the intake valves and into the cylinders where the spark plugs make it all ignite.

Most of the older (fuel injected) Porsches (up to the 993) had an external fuel pump, meaning that it was located between the tank (up front) and the engine (at the rear). In some cases like on the 924 and 928 there were two pumps. A pre-pump and an external pump.

But starting with the 1997 water-cooled Boxster 986 and then with the 1999 Carrera 996, Porsche installed a single submerged pump. Yes, it is inside the gas tank!

Although it may seem counter-intuitive, submerging the electric fuel pump in the gasoline tank puts the component least likely to handle fuel vapors well farthest from the engine and submersed in a cool liquid which is less likely to start a fire. Liquid gasoline does not ignite, only its vapors in the presence of oxygen.

(*) In direct fuel injection (DFI) cars the injectors are located right on the cylinder walls and vaporize fuel straight into the combustion chambers.



Fuel pump immersed in gasoline

If the fuel pump stops working your Porsche is not moving. When a fuel pump starts to go, the engine may still get enough gas to keep it going, but a failing pump will not heal itself and will eventually stop operating altogether. If you are alert, you may be able to catch a failing pump before it goes out completely.

So what are the signs?

Fuel Pump

by Pedro P. Bonilla (GCR PCA), September 2018

The most common one is when you're on the road at higher speeds (60+ MPH), the car starts jerking but then resumes normal driving. Check your gauges because this could mean that you are running out of gas literally, or it could signal a failing fuel pump.

A failing pump can also result in lower MPGs, so be alert if all of the sudden your car becomes a gas hog.

Porsche fuel pumps from 1997 through 2008 generally have a humming sound that can be heard by the driver if your hearing is better than mine. Many times though, a pump that's starting to fail will develop a VERY loud, high-pitched whirling noise which even I can hear!

If you suspect that your fuel pump is on its last legs a simple pressure test can be performed to determine if the correct fuel pressure exists at the rails. But even if there is less than optimal pressure it may not be just the pump. A bad fuel pressure regulator and or bad fuel lines can also affect a fuel pressure reading.

Most of the newer Porsche fuel pumps are integrated into the fuel sending unit which consists of the electric fuel pump, the filter, the strainer and the electronic sensor used to determine the amount of fuel in the tank. In the newer Porsche sports cars it is located under the car's battery and accessed via a panel on top of the fuel tank.

If you decide to tackle it yourself, let me remind you that you will be dealing with fuel and fuel vapors. You should be in a very well ventilated area and be extremely cautious of sparks that could be generated from the use of power tools.

It may be more advisable to let your trusted Porsche techs tackle the job as they will run diagnostic tests to make sure that the issue has been precisely identified and they also have specialized tools for each particular job. Replacing one of the least expensive will cost several hundred dollars, newer ones



Fuel sender unit with pump (in aluminum)

Continued on page 33

Classifieds

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

2016 Porsche Macan S

2nd Owner, purchased CPO at Porsche Minneapolis. 74,950 miles, excellent shape, Black with black interior, entire car checked over, brand new brakes and rotors at 74,500, front has film so no rock chips, tires have 15k on them. Asking \$31,750, contact Rick at 701-361-2923

Velvet Red Metallic/ Linen, 54,000 miles, 18" wheels All service records. Asking \$25,000 or best offer. Loren 612-201-4304 lorendrums@comcast.net



1989 944 Turbo S

Set of 4 Victor Equip LeMans rims



19 x 8 & 9.5. Rubber is outdated. Rims in very good shape. \$999/OBO, Glen Page 492.955.9648

WANTED TO BUY

Set of two D90 16" 7, 8 or 9". May consider tires as well. Glen Page GPR Region. 402.955.9648

Set of 19" Cayenne S wheels

Fit all 2007-2010 Cayenne models. P955-044-600-32 19 x 9 with 60mm offset. Colored Star Wheel Center Set P955-044-600-11. They have approximately 8,000 miles. I used these on my 2009 Cayenne S with winter tires for winter driving and stored during each summer. Retail in 2008 was \$3733.53 for set and \$231.06 for centers at Porsche St. Paul. The wheels were manufactured in November, 2008. The TPMS sensors are probably at the end of their useful life. One wheel has some curb damage, the other three have some tiny imperfections. I think a wheel repair \$100-\$125 here locally. Asking \$200 each (\$800 set) or Best Offer. Marty Noonan, 562-832-8255 or martynoonan@me.com.

2009 986 Boxster Hardtop

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

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Inspired by the Celebrating Forty Fast Years ad campaign, the club and especially the late Mark Bouljon, the Parts Manager at Carousel Porsche, decided to put together all 40 years of 911's in front of the then new Porsche dealership. We knew we had the cars from the 60s, so how difficult could it be to put together all 40 years of 911s? Well not so easy as it turned out. 30 or so were quickly picked off from active Club members and some of Carousel's customers. Carousel had a 40 Jahre special addition in inventory and agreed not to deliver it until after the show. In the end cars came from 4 states to fill out the 40.



Ironically, it was the cars in the 1970's that proved the most challenging to locate. The primary reason is a simple as there were not as many sold as there are today. Then you have the general attrition of 30 years of usage and many have been destroyed. Another factor reared it's head was that many that are still in use have been converted into track cars and invariably no longer have the stock bodywork. It simply was not going to work to display the 1975 911S that had 993 bodywork and a turbocharged engine! Many, many, calls were made, leads followed up on, emails sent, and finally Mark had all the cars lined up.

Mark then launched into a campaign to make sure all the folks who had committed their cars to the display actually showed up. This was critical because if only one person didn't show, the whole premise of all forty years of 911's fails. As one who participated, I can tell you he was very persistent.

Show day started early with all owners arriving by 8:30 to get their car individually photographed by a pro photographer provided by Carmichael-Lynch. It was a huge sigh of relief when the last owner checked in and all 40 cars were on site. The cars were placed on the lot with

History Post #35

by Roger Johnson

40 Years of the 911 Car Show

www.nordstern.org

the 2004 and 1964 placed most prominently and the photo you see above was shot. (Challenge: something big was Photoshopped out of the photo but done so well it is hard to notice. I'll tell you at the end of this post.) At 10:00

the show opened and there was a steady stream all day of hundreds of the curious and hardcore. Every model and every type was represented from short-wheelbaseargas to 911 Speedsters.

Carmichael-Lynch and Carousel Porsche created this poster featuring each of the cars in the show.

Only someone with Mark Bouljon's passion for Porsche could have made it happen.

What's missing from the photo? I-394!



Celebrating forty fast years of 911
with our customers, friends and their cars.

Carousel Porsche, June 19, 2004.





Have you signed up for PCA Juniors?

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

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JOIN US! <https://register-simracing.pca.org>
FOR MORE INFORMATION: <https://pcasimracing.com>



PORSCHE CLUB OF AMERICA

Passenger Seat . . .

continued from page 38

just need a hand out here in the garage.

It will just take a minute. I wrote a whole column on this one! Interestingly enough – I keep on helping out. If somehow my help keeps them safe or helps them finish earlier – I am there! Plus – we make lots of memories during those moments in the garage.

- ***We are going to be home early (call from the track).*** This is really something I never want to hear. I know that when my track stars are coming home early – something didn't go well. I don't ask a lot of questions, and I quick put together a really good dinner for their arrival to help lighten the mood!
- ***Let me help you with those groceries.*** This is always one that raises the red flag. I typically grocery shop on Sunday



afternoons, which is usually a very busy time for the guys. They are normally working in the yard or in the garage. When I pull up, no one even notices. One day they came right out to help me. Immediately I went out back – only to find a newly purchased car on the trailer behind the garage. Always trust your instincts when something seems off!

- ***Hey, could you just run to AutoEdge to pick up some parts for me.*** This definitely

takes more than just a minute (more like an hour or more from our house). The parts are always a critical need – so off we go. Now that he is a driver and involved in the racing, a request like this gets passed to Jeffrey (if I have my way). There have been some great benefits to kids being able to drive!

- ***Can you let me know if a set of tires has been delivered?*** Imagine my surprise when I respond that a set was already delivered earlier in the week – only to discover that a second set is on its way. Evidently, I was the only one who thought one set might be enough! There is nothing like a stack of tires arriving multiple times a summer (and they take up so much room in the garage!). Who knew there were so many different kinds and sizes! Having multiple drivers in the house and multiple, multiple cars has only helped the tire population in our garage grow exponentially.
- ***How about joining us for dinner out in Brainerd?*** This last one came on a phone call I received after the guys had a long day of racing in Brainerd. I was here in the Twin Cities, and they were supposed to be on their way home. Jeffrey had come home a few hours before them to go to work. It turns out that, by accident, some of the pieces needed to load the cars in the trailer also came home with Jeffrey! Lucky me, I took a quick, scenic drive to Brainerd, saved the day, and came right back home (after a quick stop at Dairy Queen for a well deserved ice cream).

My guess is that any one of you could add at least 10 more phrases or comments that you make you cringe (or laugh) a little. The memories they bring up are moments well worth remembering.

Happy Thanksgiving everyone!

Pump . . .

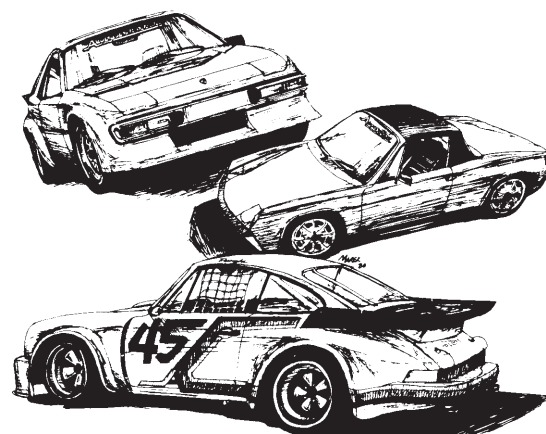
continued from page 27

are way more than that.

As you can see below, it is not fun work replacing the fuel pump, especially at 3:30 AM in one of the pits at Sebring during a Driver Education weekend.



A bad fuel pump can certainly ruin your day!





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I have a confession to make. I've been playing golf, on and off, almost as long as I've had a driver's license. It's a passion of mine. Driving a golf ball. Like driving a car. It's all the same.

Or is it? The thing that gets me is . . . why? Out of all the things one can do with their time, especially their leisure time, why am I drawn to these activities, sustained over decades?

I've been trying to figure it out. The commonalities. The differences. To see if an answer emerges. Follow me on this.

First, the obvious. I love to drive. And I love to drive a golf cart. With anyone who has ever played with me, the first question from my playing partner is, "do you want to drive the cart?" And I try to be cool with my answer. I mutter "uh, yeah." But they know that, if I'm not behind the wheel, I'll be a fidgeting idiot, nudging the seat, staring at the driver, doing anything to get the buggy . . . moving! I just can't stand edging along, especially when there's an open cart path, or open road, ahead.

Then there's watching golf . . . and motor racing . . . on TV. The commonality? To the uninitiated, both are as riveting as watching the grass grow on a putting green or in a runoff area.

Ah, but if you have an interest, then watching the best players, or drivers, is a font of wonderment. The cardinal

Can You "Drive" a Golf Ball?

by Danielle Badler, November 2021

question is, how do they do that? How do they get out of that bunker and stick it to six inches from the flag? How do they catch a slide at 150 and power through to a new lap record?

In both cases, we're looking for the secret, the silver bullet, the nugget that will solve all our problems. Of course, these things don't really exist. But that doesn't matter, because we're convinced that, by soaking up the grandeur of the best of the best, somehow, some way, it will rub off on us. Every time we tee it up. Every time we get behind the wheel.

And that leads to what I call shots that will get you to come back next week. In every round, everyone, no matter the level of play, does something that is so satisfying to them that they know, they just know, that, next week, they'll be able to replicate that glimpse of greatness, for a full round. It could be a booming drive down the middle. It could be sinking a 30-foot putt. It could be sticking that approach to six inches.

Continued on page 36

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restoration of fine vintage Porsche automobiles

..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 50 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.
shop@dasring.com

Golf Ball? . . .

continued from page 35

It's like the perfect approach to a corner, just the right amount of braking, hitting the apex and jumping on the power . . . again and again . . . for perfect and perfectly consistent lap times. Is it a dream? Maybe not, if I can absorb and internalize one more You Tube lap of Monaco, with Senna behind the wheel.

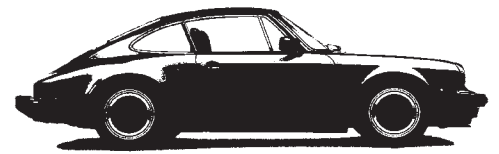
Then there's the equipment. If a golfer makes a bad swing, he or she might mumble, "it's not the clubs." But they know, deep down, that a new putter, or driver, or hybrid 4-iron or lofted 60-degree wedge will turn their life around. In short, technology is a golfer's friend.

Just as it is in driving and racing. I like the line "racing is a matter of money; how fast do you want to go?" Coil-overs. A chipped engine. Carbon-ceramic brakes. Carbon-fiber body parts. Yes, technology is also a racer's friend.

And, for those who are wondering, a bag filled with golf clubs does fit into every modern Porsche, even a Boxster. Just take out the woods, and the bag will slide effortlessly into the rear trunk. Then just lay the woods on top, shut the lid and off you go.

Ok, now, here's where I get confused. To quote Hemingway, "There are only three sports: bullfighting, motor racing, and mountaineering; all the rest are merely games." I can't argue with that. Are you risking your life on a golf course? Maybe, if lightning strikes or an errant golf shot happens to catch you in the noggin. But . . . the chances of that happening? It's not like Grosjean bursting through the Armco, his car engulfed in flames. Spinning a golf cart on wet grass is not the same.

No. The ball's not moving when you try to hit it. It's just sitting there, daring you to take it back, low and slow, keep your head still, hinge your wrists, shift your weight . . .



these are called swing thoughts, and the list is bewilderingly endless. Chevy Chase sums it up in "Caddyshack" -- be the ball.

Now, do you want to be the car? No, you want to control the car, feel the car, feel it on the ragged edge of adhesion, feel the sensations -- acceleration, braking, g-forces -- feel the adrenaline rush of it all.

Then there's the social aspect. Here's the reality about golf. You play a round of golf with someone and, after 18 holes, you know them. You know how they react to adversity, how well they come back, how well they keep their emotions under control, how well they can execute under pressure. Because, no matter how good they are, stuff will happen in a round, any round, every round. And the key test is how they cope.

I can't think of anything else like it. You're up, you're down, you experience euphoria, you deal with defeat. And you can do it with anyone, a tour player or a duffer, so long as they know the etiquette. You can't do that with tennis, or auto racing, or any other sport or game. A round of golf is one big allegory for life.

See what I mean? Golf and cars. They're the same . . . and different. So there's only one solution. A road trip with golf clubs! A golfing, driving holiday! Beep-beep, fore, playing through!

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MAP3081682 | AD-03-21-0317 | 472574PM-0520 | 03/2021

From the Passenger Seat

by Jill Velure

This time of year we are inundated with “Top” lists – ones for “One Hit Wonders”, “Top 10 Places to Live” and “Gifts Most Received”. I thought it might be fun to make a list of “Top 10 Things A ___ insert your own description here (car lover, car racer, car partner, or car addicted person) ___ Might Say” (things that can make me laugh OR cry – depending on the day).

- ***We are just going to make a little (extra) stop.*** This is actually a comment that several other car spouses have mentioned as well. Here is how this usually happens – You are on an errand or trip to a specific location. The last time this happened to me was on our way to the Phoenix Airport to catch our flight home. My first clue is that we left for the airport with A LOT of extra time. About 10 minutes into the drive, John casually mentions that we are going to make a quick stop to look at a car. Just this summer I was talking to another Club member, and she remarked about the same thing happening to her on a recent road trip to Chicago.
- ***I was thinking about what cars I think would be good for me.*** Our house is definitely full of guys who LOVE cars. One of them is a soon to be licensed driver, so we are spending a fair amount of time together, practicing his driving. While this happens, we are having the most interesting conversations. Just the other day, our 15-year-old, gave me a rundown of the cars he would love to have (not one, but several).
- ***I need a little help loading the trailer.*** This one always occurs on not so nice weather days. One chilly fall night, John shared with me that he purchased a car from a shop in Eden Prairie. They were closed, but they left the car outside on their lot for us to pick up. It turns out there was a small problem with loading this car – it didn’t run. The boys and I were “invited” along to help load the car so that we could PUSH it onto the trailer. After we loaded it, I realized that we were all wearing black stocking caps and coats. We were lucky the police weren’t called to investigate! We have had a number of cars over the years that needed the occasional

push, but after that, we invested in a winch that could be hooked to the trailer to pull the car onto the trailer (money well spent!).



- ***It was too good to pass up (or something like that).*** The more I think about this one, I realize that I do this too. I will head to Target or Kohl’s and pick something up off the clearance rack. I brought home four new tablecloths last year that I certainly didn’t need, but they were such a good price that I couldn’t pass them up. The same thing happens with motorized goods. Sometimes the price is just too good to pass up!





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