



**Nord Stern Region PCA**

February 2020



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## F E B R U A R Y 2 0 2 0

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

### Contents

#### Departments

- 4 2020 Nord Stern Officers and Committee Chairs
- 5 So, Just What Do We Do In Nord Stern??!
- 6 The Prez Sez . . .
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 10 PCA's Zone 10 Directory
- 15 Club Talk, or, What are Members saying . . .
- 26 Where We Were . . . 60 Years!
- 29 Book Reviews for Porschephiles
- 34 Once Upon A Time . . .
- 35 Topics of Nord Stern Importance . . .
- 38 Classifieds

#### Features

- 13 ClubTalk . . . First 'Mods'
- 14 Nord Stern January Business Meeting Minutes . . .
- 16 1997 Nord Stern Club Race 'On Review'
- 12 The Garage Project: Part 2
- 21 I'm Feeling Automotively Schizophrenic
- 22 New Zone 10 Rep . . . Introducing Stan Thorpe

- 22 With the driving season soon upon . . .
- 24 Scenes from 1997 Nord Stern Club Race at BIR
- 25 Scenes from 1997 Nord Stern Club Race at BIR
- 31 Time to Renew for 2020
- 33 It's Not Just for the Guys . . .
- 35 A Walk Back in Time: A Listing of All Nord Stern Presidents
- 37 One Last Photo from the 1997 Club Race

#### Upcoming Events

- 8 2020 Calendar . . . Get Around with Nord Stern
- 11 2020 Spring Membership Socials
- 19 Holiday Party Saturday, February 22, 2020
- 28 Nord Stern's Fall Color Tour 2020



Cover: "It was a Dark and Stormy Night" or, "Foggy Night in London Town" or, ??

Photo by Michael Grabner of his trusty winter daily driver!

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 15<sup>th</sup> 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.

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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](http://www.pca.org) for membership instructions.

2. Next, join Nord Stern

- Visit [www.nordstern.org](http://www.nordstern.org) and pay dues via Paypal (<http://usa35.noip>) hotlink is on the Join/Renew page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
- Your membership information with PCA is available for our club's records.

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

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

### Address Changes:

Please send any address changes or updates via email

email: [membership@nordstern.org](mailto:membership@nordstern.org)

Mail renewal checks to:  
Jeff Bluhm  
9145 Breckenridge Lane  
Eden Prairie, MN 55347

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

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

Check your mailing label  
for your expiration date

## 2020 Nord Stern Officers and Committee Chairs

<b>President</b> Chip Smith 9565 Bennett Place Eden Prairie, MN 55347	<b>president@nordstern.org</b>	<b>Historic Archivist</b> Kim Fritze	<b>archivist@nordstern.org</b>
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**Zone 10 Rep: Stan Thorne**

[sthorne.carguy@gmail.com](mailto: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](mailto:editor@nordstern.org)

**Ron Kuzo**

Rochester, MN

2002 Arctic Silver 911 Turbo

## 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,

January is in the bag and winter has settled in. During these hibernation months, we keep ourselves busy with tech sessions and social activities. By the time you read this, our session on car graphics and body wrapping will be done. Thanks to the good folks at Print Lab in Lakeville for showing us how easy it is to change the color on your car or add graphics without permanently altering your car. In February and March we have other tech sessions in the works including a return visit to JDC Motorsports in Savage, MN. Watch for email announcements as dates and times are firmed up.

Registration is now open for our Winter Party on February 22 at Lafayette Club. Enjoy a relaxing evening with club friends celebrating “50 Years at Donnybrook/BIR”. We’ll have photos from early Nord Stern track events plus vintage video from the beginnings of Donnybrook (now Brainerd Intl. Raceway), complete with commentary by Dick Roe, one of the track’s original partners.

We will also be recognizing a few Nord Stern members who’ve made exceptional contributions to our club over the past several years.

Nord Stern has a pretty solid reputation for putting on engaging, well-run events but this doesn’t happen without a lot of volunteers.

We are fortunate to have a number of people willing to donate their time but five in particular deserve special recognition.

**Jeff Bluhm** is serving his last year as Treasurer after 15 years in the position. He reminded me that I recruited him when I was club President in 2005. Since then, he’s done a great job keeping our financial records organized and bills paid. Before his work schedule got too hectic, Jeff also volunteered as a grid worker at our annual

club race weekend. **Todd Smith** is working with Jeff this year to learn the Treasurer job and run for the position in our fall elections.

**Ed Vasquez** has stepped aside as our Membership Chairman after nearly 15 years in the role.

In that time, our membership has grown tremendously. He also served as our Dealer Liaison for the past several years as well. For 2020, **Nathan Reeder** has assumed the Membership Chair teaming with **Betsey Porter** to cover all the membership bases Ed did.

**Dave Anderson** is a familiar name and face for most of us. He is our current Club Registrar - the person coordinating your registration for club events - and, since 1998, has served as club President, board member, DE event master, driving instructor, club website designer and webmaster, Club Talk manager, and, on the national front, head of Timing and Scoring for PCA Club Racing. Dave never complains but has admitted he could use a lighter load. We will be transitioning his Registrar duties to another volunteer this year.

**Christie Boeder** has been Editor of our club newsletter since 1995, a very long pull. Every month, year around, she weaves together articles, photos, advertisements, and miscellaneous information about our club, our activities and our members into a well organized, nicely executed production you receive in the mail and/or online every month. If that wasn’t enough, she also helps with our parties, promotions and miscellaneous needs in the club.

Continued on page 22

## Advertiser Directory

311RS .....	23
Auto Edge .....	BC
Bursch Travel .....	7
Car Biz: Anderson Motorsport Inc, Diamond Interiors, Higgins Insurance, Performance Auto & Audio, Tom McGlynn - Lakes Sotheby’s, Trackside Tire, Luis Fraguada, Gates General Contractors, David Schaal, RSR .....	9
Collision Center, Inc. ....	17
Courtney Truck Service.....	10
Dan Perinovic, State Farm Insurance .....	35
Dynamic Photoworks .....	17
Further Performance .....	37
John Healey, Crown Bank.....	23
Imola Motorsports .....	IC
Medina AutoMotorPlex .....	26
Merrill Lynch, Peter Vickery .....	18
Midwest Clear Bra .....	17
Nurburgring, Inc., Rick Moe .....	37
Porsche Minneapolis .....	IC
Porsche St. Paul.....	IC
Raymond Autobody .....	10
Schmit Towing .....	12

## 2019 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	N/A -\$85 plus color charge
Back cover	N/A	N/A	N/A -\$83 plus color charge
Business Card	N/A	N/A	\$20

### Ad sizes (maximum dimensions):

Full page: 7.5” wide by 10.5” high

1/2 page: 7.5” wide by 5.25” high

1/4 page: 7.5” wide by 2.625” high; 4” wide by 5” high

1/8 page: 7.5” wide by 1.3” high; 4” wide by 2.5” high

Back Cover: 8.5” by 7”

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.

6 month pre-payment required for ad insertion, billed yearly

Since I consider February kind of one of those ‘in Between’ months in that winter will begin to wind down (yes, it will!) and Spring is not yet here when we all start to get our Porsches out (unless you’d be one of those daily driver types as we were with our 964) this issue has ended up being somewhat nostalgic.

And that’s because this month my ace detective Ron (who combs those back issues for evidence of all the fun and activities of yesterday) hit a gold mine with the 1997 issue. It was chock full of coverage of summer events, that year’s club race, the Afton Concours, and what I LOVED were so many photos were full captioned and identified. No need to add anything from me! So browse away all you who’ve been around a long time and note how young we all once were (so, how did it happen that I now sport these wrinkles!).

Looking forward though, as we always should, there’s much on tap coming our way and to remind us of how fun, interesting, instructive attending one of driver training events is, we’ve reprinted a write up from a member who attended the 1997 Women Only Driver Training. It was a blast and while we haven’t been gender specific since then, these events are WELL WORTH it as they truly teach you good driving techniques and skills useful in every day driving. Both our now grown children went through when they turned 18 and I absolutely know they are far better drivers because of it; neither have a track car but I know they’d be at DE’s if they did. And as reminder last year we had a number of 2nd generation participants in DT who now are DE’ing. Wonderful stuff. And in that vein check out one of the youngest PCA Juniors I know of! Jason Luhmann shared two pictures of their daughter, Thera aged 6 months sporting

## From the Editor . . .

by Christie Boeder, 1973 911, Signal Orange

her Porsche gear! Hopefully all members have received their PCA eblast invite to our upcoming Holiday Party. It’ll be later in February (the 22nd) so we can really call it a ‘Valentine’s Day’ for ourselves as we celebrate 50 years of heading up north to Brainerd and that famous BIR track where many an adventure has been had by so many of us. And shortly after that we have our annual ALL membership Socials (see ad on page 11).

Check the calendar as most events are online (or listed here in the newsletter). Lots to do, lots to be a part of and always interested in adding more - let us know and remember, the club is only as good as it’s volunteers. Helping out at an established event is easy, setting up



something new just takes a bit of initiative on someone’s part. Many of us have done that and we’ve never regretted the effort! As my personal mantra (thanks, Mom) goes, many hands make light work.



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**FEBRUARY**

- 11 Nord Stern Business Mtg**  
Location: Lifetime Fitness in Eden Prairie  
6:30 p.m. Social, 7 p.m. Meeting
- 22 Nord Stern's HOLIDAY PARTY!**  
Lafayette Club, clubregistration.net

**MARCH**

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

**APRIL**

- 11 Nord Stern Membership Social**  
Location: AutoEdge, Details TBA
- 14 Nord Stern Business Mtg \*\***  
Location: Lifetime Fitness in Eden Prairie  
6:30 p.m. Social, 7 p.m. Meeting
- 18 Nord Stern Membership Social**  
Location: Imola Motorsports, Details TBA
- 19 Nord Stern Membership Social**  
Time: Noon  
Location : Werkstatt, Rochester with Evan from Med City  
Detail will be giving a tech session on detailing, PPF, ceramic coating and more. Lunch will be served.
- 24 Nord Stern Driver Training**  
Brainerd International Raceway, clubregistration.net
- 25-26 Nord Stern Driver Education**  
Brainerd International Raceway, clubregistration.net

29-May 2

- PCA Spring Treffen**  
Location: The Broadmoor, Alpine Mountain Region

**JUNE**

- 8-9 Nord Stern DE @ Road America**  
Elkhart Lake, WI "Cheese Fling!"
- 28 All Porsche Show**  
Roseville Central Park, 10 a.m. - 1 p.m.  
Featuring 914 and 914-6 models 1970 through 1976

**JULY**

- 24-26 Nord Stern Loonacy Club Race & DE**  
Brainerd International Raceway

**SEPTEMBER**

- 7 Rochester Annual Labor Day BBQ**  
Location: Brian and Gina O'Neill's Home
- 8 Nord Stern Business Mtg**  
Location: Lifetime Fitness in Eden Prairie  
6:30 p.m. Social, 7 p.m. Meeting
- 18 Nord Stern Driver Training**  
BIR, clubregistration.net
- 19-20 Nord Stern Driver Education**  
BIR, clubregistration.net

- 2020 16-19 PCA Fall Treffen**  
Location: The Greenbrier First Settlers  
Potomac and Shenandoah Regions

- 25-27 Nord Stern's Annual Fall Color Tour**  
Pier B, Duluth, MN

**OCTOBER**

- 2020 11 Sunday: The Bark & Beer Tour  
(aka The SE MN Fall Color Tour)**  
Location: Departing at 10:00AM from Essex Park in  
NW Rochester, Details TBA

- 2020 13 Nord Stern Business Mtg**  
Location: Lifetime Fitness in Eden Prairie  
6:30 p.m. Social, 7 p.m. Meeting

**NOVEMBER**

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

**DECEMBER**

- 8 Nord Stern Business Mtg**  
Location: Lifetime Fitness in Eden Prairie  
6:30 p.m. Social, 7 p.m. Meeting

- Car Events of Interest •  
NOT organized by Nord Stern, or PCA

**"THIRD THURSDAYS" OF EACH MONTH**

Informal 'Post-Work' Social, 5:30 p.m. at

**Grizzly's (Look for the Porsche Flag)****220 Carlson Pkwy N****Plymouth, MN 55447 (763) 476-1011**<http://grizzlysgrill.com/locations/plymouth-mn/menus/>

- MN CARS AND COFFEE •

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

- OCTAINE AND CAFFEINE • (See Ad)

**2nd Saturday of the month, April - Oct**

- CARS AND CAVES • LAST Saturday of the Month

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

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



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Regional Clubs

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

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

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

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

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Nord Stern: [www.nordstern.org](http://www.nordstern.org)

Wichita: [www.wic.pca.org](http://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](mailto:editor@nordstern.org).

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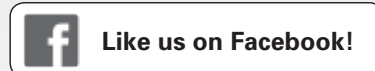
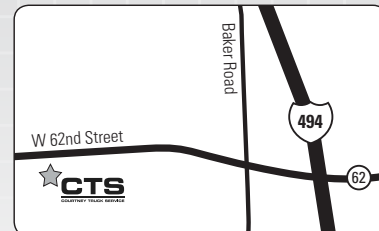
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# MEMBER SOCIALS

**WHEN:**

*Saturday, April 11, 2020*

**WHERE:**

*900 Wildwood Rd. Mahtomedi 651.777.6924*

**TIME:**

*TBA*

**Auto Edge**  
*Racing*

**WHEN:**

*Saturday, April 18, 2020*

**WHERE:**

*13300 15th Ave N, Plymouth, MN 55441*

**TIME:**

*TBA*



**WHEN:**

*Sunday, April 19, 2020*

**WHERE:**

*533 6th Ave NW Rochester, MN 55901*

*TIME: Noon, Evan with Med City Detail will be giving a tech session on detailing, PPF, ceramic coating, and more. Lunch will be served!*



**So, What DO we do as Nord Stern members?**

*Learn What we DO, When we DO it, How we DO it and How you can DO it, too. Learn about our: Driving Schools, All Porsche Show, Day trips/tours, Social/Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High Speed Track Driving, National Club Racing Program, Charitable events!*

*These Socials are your chance to find out more about Nord Stern's upcoming activities and meet other club members! New members please contact Ed Vazquez, Membership Chair at edmn911@aol.com.*

*All Nord Sterners Welcome: new, old, young, or just curious, Join Us!*

## The Garage Project: Part 2

by RL Turner, Maverick Region of PCA

I was smart for a change. Figuring the project would take at least a day to complete, I took a few extra days off around Memorial Day. After the garage was done, I'd spend the rest of the weekend admiring my handiwork and floating in the pool, enjoying tasty malted beverages.



(Sound of hysterical laughter) Yo, Rob! Like this is going to be easy? Have you seen the size of this garage? It's Large! Not to mention the ceiling needs to be painted too. Yeah. Maybe I took a damn big bite of something that had 'Beast' written all over it. I spent one whole day doing prep work: taping and laying paper. Then I spent a whole ten to fifteen minutes figuring out how the Wagner Power Sprayer worked. In retrospect, I should have spent maybe thirty to forty minutes with it before trying to paint on an actual wall. The first results were – well let's just say they kinda sucked.

Side note: I have a car friend who says I should not be allowed anywhere near paint. A few years ago, I had a project to paint my tire trailer the same color, Slate Gray Metallic, as my 968. The results were lousy; lots of over spray and paint runs along every surface. I thought it looked OK, but my friend, gasping for air in between fits of laughter said, "Rob, you're the worst painter in the world!" Geez man, you hurt my feeling. Hey, I'm painting a garage wall white, what could go wrong?

As it turns out, a lot. The Wagner Power Sprayer was hard to use. I discovered you had to hold it in a special way or it clogged easily. How do I know this? Copious amounts of white paint splattering me and every surface not covered with paper. I walked upstairs and my wife burst out laughing. This was going to be a long weekend. So, I compromised and started bringing the tasty malted beverages down to the garage to get me through this project. Lots of cold tasty malted beverages.

I'd do a whole section of wall and then take a break. I made pretty good progress and got most of the walls completed by Saturday evening. Sunday I'd do the stairs leading to the house (after having removed the ugly carpet) and the ceiling. A hitch developed. Since the Wagner put out a fine mist of paint in the air around it, everything not covered in the garage ended up with a light coating of paint on it. Me

included. I'd worn breathing protection, but it wasn't enough as I felt like I had to hack up half a lung at the end of each day. The stairs were particularly challenging as they are narrow with no ventilation. They were also the most faded area in the entire garage and needed two coats. I think I breathed in one coat and I do not want to talk about what happened when I blew my nose...

By Sunday night I was gassed. So, Mrs. Turner propped me up in a comfy chair, put a neat bourbon in my hand and started the Monaco GP, which we'd taped earlier. I was exhausted and did not move all day Monday. And for the most part, I was mostly finished painting.

Tuesday dawned bright and early as I had to head out of town for a business trip. Opening the garage door, I marveled at my paint work. It didn't look too bad. There was only one largish section I'd missed on the ceiling. Maybe nobody would notice it. Until a random stranger passing in his car stopped, got out of his car, walked all the way uphill to the top of my driveway, pointed to my ceiling and said, "Missed a spot." Oh well, Wagner Power Sprayer, fine paint mist and paint splatter be damned, I won't be painting any more. I shooed the guy away and closed the garage door. The Wagner has seen the last of me.

And on that exhaust note, see you all next time.

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Editor's note: I truly don't think I can ever adequately express my delight when a member's musings on our listserv, Clubtalk, generates a lively, fun, entertaining, delightful exchange between other members on some car-related topic near and dear to so many. Opinions may be varied, but the passion underpins it all and as a newsletter editor who is sitting quietly in the corner gathering all the wonderful writings, it's a bit like being in newsletter nirvana.

With that said, the ongoing replies to a very simple inquiry will provide fun content for not just this newsletter, but several upcoming ones. With that said, here's the beginning and some of the initial responses. And even though I don't have anything to contribute, I did grow up in Dearborn, Michigan World Headquarters of Ford Motor Co. and old enough to remember the introduction of the Mustang as well as being quite aware of all the American muscle cars parading the streets of the Detroit metro area! Automotives ruled and the local economy sure was 'auto' centric and 'auto' dependent. The first car I actually bought was a Plymouth Valiant with that push button transmission. Powder blue, paid \$300 for it in the mid-70's and sold it a year later for \$300. Cash. With that said, my undying thank you to Jim Southwell who start this as I don't think I have ever seen so many responses on Clubtalk to ANYTHING posted as to this particular one:

**W**hat was the first modification you did to a car? Go way back . . . one of your early cars, not necessarily a Porsche. Cosmetic or mechanical. I'll go first:

When I was about to turn sixteen, I was driving in the car with my dad. He asked me if I knew what a '60 Chevy looked like. Well of course I did, I could identify any car on the road. He told me he had purchased one and it would be mine to share with my sister. Alright!

Back then, I was into drag racing, and the stock bodied cars were set up with the front end higher, to shorten the time needed for weight transfer to the rear. So, how to raise the front? You could go to the discount auto parts stores and buy metal spacers to put between the coil springs so they would not compress and actually raise the car a bit. I didn't have the scratch to buy them, so came up with my own version. I visited a new home site and found some scraps of oak flooring, shortened

## ClubTalk . . . First 'Mods'

*courtesy Clutalk Listserv*

them for length, and put them between the coils of the springs. Voila, I had the look! Now to test it out.

The car was a Biscayne two-door post, 283/two barrel/Powerglide. You could downshift this car from up to 60mph for a little more acceleration. First time I tried it, the car popped up a little bit in the front, and I could hear the 'spring spreaders' dropping out and bouncing off the underside of the car. Back to the drawing boards!

– Jim Southwell

I was the proud owner of a 55 Chevy Belair. My Dad bought it for him to use as a "drive to work car" just as I was ready to turn 16. It was a ploy to buy me a car and not make my mom too mad. I was working at a Sunoco gas station and worked solo every Sunday. In other words I opened and closed the station at the start and end of every Sunday.

Shortly after I got my license and began driving the 55 to school, I purchased a Duntov cam (also called a 30-30) for the 265 cubic inch V8. I also built a set of traction bars in auto shop that would fit the car. On that faithful Sunday, my best friend came to the station when I opened and we proceeded to remove the grille out of the 55, pull the radiator, water pump, timing chain cover, valve covers etc. to install the cam.

My Mom or Dad always brought fried chicken to the station at noon each Sunday. It was the family tradition that my mom would fry chicken, mash potatoes and cook green beans for "dinner" which was at lunch in our house (my mom and dad were raised in southern homes) after church on Sunday and she always insured that I would not miss dinner.

Well, neither parent knew I was installing the cam, so as noon neared, my buddy and I closed the hood on the 55, pushed it all the way up against the work bench so who ever brought lunch wouldn't see the grille out of the car. To continue the deception, my buddy began to wash the car as my dad pulled in at noon. He dropped off lunch and as soon as he left, we pushed the car away from the work bench and went back to work.

We got the cam and lifters in the engine, set the valve lash and re-assembled the front of the engine, put the same Carter WCFB four barrel carb and cast iron intake back on the engine and re-installed the grille. She fired up, we set the timing and decided we had time to put the traction bars on the car.

With the car on the lift, we bolted the bars to the rear-end shock mount leaf spring plates and welded the front bracket to the frame on both sides of the car. Once we were done, the car was ready for

# Nord Stern January Business Meeting Minutes . . .

## **President - Chip Smith**

The meeting was called to order at 6:59 p.m. With a welcome guests and members Karen, Mary, Steve.

Motion to approve December minutes, seconded and passed. The BOD passed a budget for 2020, we want to end the year where we start the year. If you have an event planned, plan on submitting a budget so we can plan the year.

If you are interested in volunteering, contact the Chip or the committee chair. Chip will be away for both the February and March meetings, so John Velure will preside those evenigs.

## **Vice President – John Velure**

No report

## **Treasurer – Jeff Bluhm/Todd Smith**

No report. Chip will follow up with Jeff and Dan on insurance for upcoming events.

## **Secretary – Betsey Porter**

No update

## **Advertising – Mollie Nygaard**

No report. Chip will confirm that Mollie has sent paper invoices to advertisers.

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

Via email, the event this year will feature the 914 as it's the 50th anniversary of its' introduction in the U.S. The licenses with Roseville are already done.

## **Autocross – Andy Golfis**

Will pick an event or two and try to really promote the heck out of

it in an attempt to generate more Nord Stern participation and participants.

Will work on an email blast.

We can also promote other car clubs' events like North Star BMW or

Quattro Club.

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

No update, approved the budget.

## **Charity – Mark Kriesch**

Via email, no update

## **Club Race – Dave Sorenson**

No report. We should start thinking about the giveaway, Roger thinks t-shirts are played out. Anyone will ideas, let us know.

## **Driver Education – John Blackburn**

Will try to encourage more participation in our high speed events with a few new programs.

Will start with two new run groups for novice school, to better cater to *Car + Ability + Experience*, sort of a 1A and 1B situation for Saturdays and then continue to combine groups 1 & 2 on Sundays.

Will have to explore running the track until 6 pm so everyone still gets enough/same track time. BIR's extra fee will be \$150, John will contact Chuck to ask about additional safety fees for ambulance, etc. Will also have to pay corner workers an additional hour.

An additional idea is to do a modified 'Taste of the Track,' a sort of Intro to Driver Ed where you pay a nominal registration fee, attend a class, and ride with an instructor on the track in their car.

Will investigate if we can do it without a helmet so as to not scare people away who don't want to invest \$200 up front, perhaps at 70% speed, or encourage people to bring their snowmobile or motorcycle helmets to use. John is recruiting eventmasters.

## **Driver's Training – Jim Bahner**

Looking into splitting Advanced Lapping into two groups based on **Ability + Car**.

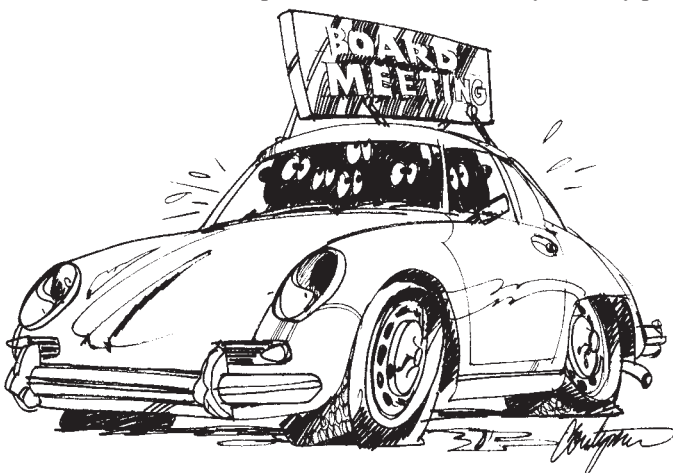
If you are interested in becoming an instructor, please contact Jim.

Let's also remind instructors that it is their responsibility to enforce the rules, especially passing zones. Set good examples.

## **Historic Archivist – Kim Fritze**

No report.

## **Insurance – Dan Perinovic**



No report

**Membership – Nathan Reader and Betsey Porter**

New computer purchased and set up.

Will update the New Member docs with these new programs/ideas.

**Met Council – Bob Kosky**

No report.

**Newsletter – Christie Boeder**

Via email, February issue is under construction and will be uploaded to the website around the 20th. So, yes, PDF downloads are now available on the website and the home page will continue to feature the current issue.

The web versions will, generally, be available on the website by the 25th of the prior month.

The online calendar of events is fairly accurate and up to date with Nord Stern events and the various car-related monthly events like Cars & Coffee, Caffeine, Octane, etc. Any discrepancies let us know.

In the process of updating our events on the pca.org calendar

Submissions are always welcome for the newsletter or the website!

**Registrar – Dave Anderson**

All events have been added to clubreg

**Safety – Chuck Porter**

No report

**Social – Toni LaRose**

Registration is open for the Holiday Party at LaFayette Country Club. Saturday, February 22, 2020. Will celebrate 50 years at BIR/Donnybrook as the theme.

Dave will add to website, Christie to send flyer.

Roger will send Toni the Nord Stern logos

Working on centerpieces

Due date deadline for party registration is Feb 15.

Working on an idea at a distillery in Victoria.

**Social Media – Betsey Porter and Misty Martianos**

Facebook and Instagram are still very engaged.

**Shop and Tech Relations – Roger Johnson**

Reached out to John Church at JDC Miller Motorsports.

Reached out to John Dixon at US Bank Stadium.

John Velure has a Formula 1 vendor locally that he is working on.

Ideas for tech sessions:

- Certified Pre-Owned checklist
- Dealerships

**Touring, Rallies and Drives – Ron Johnson**

No report

**Track Relations – Jim Bahner**

Chip will invite Kristi Copham from BIR to the banquet.

**Webmaster – Dave Anderson and Christie Boeder**

We need content! Steve Schmitt is learning the website and is willing to help with it

**Old business**

Send bylaws to National PCA.

**New Business**

There being none, a motion was made to adjourn the meeting.

Meeting adjourned 8:17 PM

Respectfully submitted,

Betsey Porter, Secretary

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

### Where To Buy a Track Helmet ? Full Face?

Here is a picture of me the last time I wore an open faced helmet.

<http://bretbailey.com/why-i-wear-an-full-face-helmet/>

– Bret Bailey

Eons ago at a Nord Stern event a new-ish member asked about open-faced helmets.

An experienced member (I don't recall who) replied, *"My face isn't pretty, but I like it the way it is. Even in an enclosed car there's a lot of stuff that will mess up your face."*

Would have been sometime in the early-mid 1990s.

I think at the same event someone asked *"How much should I spend on a helmet? I don't want to spend too much."* The reply was, *"How much is your head worth? If you have a \$10 head then buy a \$10 helmet . . ."*

\_ Mike Tietel



Jon Beatty, Susan and Vic Lee take this timing business very seriously!



Jon Beatty, timing expert!, supervising his troops



Race Stewart Monte Smith and wife Sue in Control Tower



Terry and Kathy Johnson and corner workers at Saturday's dinner



Under the tent with Kelly-Moss



Paddock view

## 1997 Nord Stern Club Race 'On Review'

*photos courtesy the October 1997 edition of Nord Stern*

What I particularly love about this set of photos is how many show the number of members volunteering in various roles to help make the event run, and run so successfully. To this day, Nord Stern's annual Club Race enjoys a particularly stellar reputation nationally among racers and national staff for how well organized and run our events are!



Race Control Chad Lemmons with Monte and Sue Smith - all positions are go!



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## First Mods' . . .

*continued from page 13*

the drag strip. At least in my mind it was. Nothing like stock 265 heads, intake and exhaust with a cam to improve horsepower.

At 7 pm, I closed the station, drove home and as I walked in the door my Dad said, "you



get the cam in the car." I have no idea how he knew and had I known he knew, the entire "cover-up" exercise at noon wouldn't have been necessary. There had to be someone leaking info thought out my teen years.

I am still good friends with the guy who helped me install the cam and we both still play with cars.

A picture of the Chevy is attached.

– Dave Roberts

My first car was Chevy Nova with a 250 engine.

I paid \$1 for it.

My first mod was cutting a piece of wood to cover the large hole in the rusted out floorboard on the drivers side. I felt less Fred Flintstone after that!

– Michael Grabner

Great topic. I bought my first car when I was 17; a 3 year old 1966 Ford Galaxie XL, 390, 2 door. After putting on Cragar SS mags and beefy tires, I turned my attention to the exhaust. I first replaced it with OEM mufflers and started the car. It was Lexus quiet; not my desired result. So off I went to my local auto parts store and purchased a pair of Thrush glasspacks. Needless to say, they provided the desired exhaust note. The only disadvantage was that my parents could hear me coming home at night from 2 blocks away! Shortly thereafter, I rebuilt the engine and added an 8 track tape player. After

weathering a lot of high school street racing, the car carried me most of the way through college. Like many, I still have a soft spot for that first car.

– Mark Koegler

My first car my mother bought with poker money she won playing "with the girls." Just \$125, a 1952 Ford Victoria 2 door hardtop. Didn't do a thing to it except paint my high school nick name, Ringo, on the roof behind the rear window (don't ask, it was 1962)! Great first car, but it had an automatic, so absolutely no power.

About 20 cars later I finally bought my first Porsche, a 2000 Silver Boxster. Had it for only six months, when I ordered Sunny (Speed Yellow of course) from the factory in March 2005. My new 2006 Boxster S arrived on August 6, 2005 and is sitting in my garage today. Still miss my 2006 Cayman S that matched the Boxster. Wish I still had it.

– Dale Trippler

Am I the only club member whose car mods were all stereo related? My 1982 Buick Skyhawk was well equipped with stereo gear purchased at Audio King in Burnsville (1985) - I spent everything I had earned that summer on those tunes.

Yamaha preamp head unit, a few ADS power amps, and some Yamaha and Alpine speakers. It was loud!

I had found that same stereo in a box in my attic in about 2003 and promptly installed it in my race trailer. Nostalgic. Too bad some crook broke into the trailer in 2007 and stole the stereo. Didn't get any value, but tons of fun memories.

Regards, Brian Hanson

My first mod was on my 1978 Honda ct50moped! I bored out the cylinder, re-pistoned it with better rings, rebuilt the fuel body with larger injectors, new air filter system and it went from doing 28 mph to 54 mph! Lol!!

– Will Sigsbee

First car at 16. 1968 bug with a rusted out body. Transplanted engine into a 1967 bug that owner had run dry and seized engine but no rust. (This was 1977).

Its when i developed an addiction to the airtight thunk of the doors and that special gas/exhaust smell of the aircooled - like my 993.

– Bill Siggelkow

First car 57 Studebaker Cammander Sedan 289 automatic I inherited from my dad when he died. It sat in the garage for five years until I was 16.

First thing I did was raise the rear- end with shackles so that weight transfer never got to the rear-end but it looked cool back then.

– Andy Golfis

I replaced the single-exhaust on a '76 Olds Ninety-Eight Coupe (w/455ci) with headers and dual exhaust.

The difference in power and sound was amazing.

– Glen Larson

Challenge accepted!

I turned 16 and at 10 AM I took my driver's test and at 4 PM that same day I bought my first car, a 58 VW bug. As I had never driven a stick, I learned on the way home from the sale. Car was so quiet I decided it needed a boost in "power" (Ok, sound) so I ripped off the muffler and took a hammer and a large screwdriver and banged out the baffles in the muffler. I bolted it back together and proudly heard my engine roar to life! It rattled a little and I think I likely lost 5 of my awesome 36 HP but it was worth it.

Next day the neighbor visited my parents and asked that I not rev the mighty bug when coming home late as the two houses were divided by the driveway and my mighty bug would rattle their bedroom windows.

I learned to idle it in first gear when I was between the houses.

– Jon Beatty

It's a little creepy. And disconcerting. On the one hand, we live in a golden age of performance -- tire-melting horsepower and racer-like handling that not too many years ago would have made you competitive in a real pro series. At a cost that's actually almost reasonable. And all you have to do is walk into your local dealer. While, on the other hand, head-splitting techno whackadoodle is spewing us with doodads we never knew we wanted, or need. And we're concurrently honoring and saluting the greats and the near-greats of the recent automotive past.

Am I dreaming? Or is this a case of incipient schizophrenia? Or a new new reality?

Don't know. But I do know this. I've been reading Automotive News' commentary on the Consumer Electronics Show. They've devoted a remarkable amount of space to the annual nerd-gathering in Vegas, baby. Automotive News. Consumer Electronics. What kind of perverse automotive mash-up is this? Isn't it ironic that automotive excitement now caravans to the desert? While the traditional auto shows continue to become increasingly anachronistic? I just saw that Audi will no longer participate at the NY Auto Show. They join BMW and Mercedes.

But Mercedes did make a big splash in that Holy Land Las Vegas, with the VISION AVTR, a concept car that looks like a Lamborghini Espada reimaged by the Jetsons. The thing uses, for its battery pack, seawater and agricultural waste in place of rare earth minerals like cobalt, lithium and nickel. And delivers 435 miles of driving range. Mercedes says the battery technology is about 10 to 15 years away from street usage.

According to Automotive News, BMW was also there, with an "augmented-reality display that can track what a passenger is looking at outside the vehicle and offer up related information, such as a store's hours of operation or a restaurant's menu."

BMW also showed a "ZeroG Lounger seat," that reclines by up to 60 degrees, without compromising safety or crash protection.

Hyundai "took to the skies" with a "fanciful flying taxi concept, part of a partnership with Uber to develop an aerial ride-share network." The propeller-powered thing would take off and land vertically, they said. Think of it as a giant drone, for four passengers. Initially, it would be piloted. But the idea is to have it fly autonomously.

NORD STERN FEBRUARY 2020

## I'm FeelingAutomotively Schizophrenic

by Danielle Badler, courtesy PCA Newsletter Editors

Then there's an Israeli company called AdaSky, which makes both in-vehicle and vehicle-to-infrastructure thermal cameras. According to Automotive News, AAA published a report this past fall which documented that current automated emergency braking systems do "a lousy job of preventing collisions with other vehicles and pedestrians, particularly at night." So, what better than thermal imaging, especially to peer through fog and other low light conditions. There's more, but you get the idea.

On the other hand, I've been staring at the latest issue of Hagerty, the insurance company's relatively new quarterly magazine. Now, let's just start with that. Can you name another recent print magazine launch? In any category?

It gets better. There's a feature on a guy who restored a 1943 US Army MGMC, which is short for Multiple Gun Motor Carriage. Whatever. It's a half-track. There's a story on three guys who reunite with a 1961 Chrysler Newport convertible. There's a story on the care and maintenance of Coventry Climax engines. There's a story on "wrist racers." "Classic proportions matter for watches as well as cars," they say. And they highlight this year's Chopard Mille Miglia, the Tag Heuer Carrera, which pays tribute to La Carrera Panamerica road race, and a few more. Oh, and they're all analog, manual or self-winding. Of course.

Hagerty does review one current car, the 2020 Ford Mustang Shelby GT500. Which, to me, is just about a perfect cross-fit vehicle. Here we have the ultimate pony car, a car which can trace its lineage directly to the swinging '60s. And it's a sure-fire future classic.

Then, today, I got in my e-mailbox the latest issue of Flatsixes.com, "the blog about Porsches." Scrolling down the contents page, I stopped at two stories.

The first was "This is What It's Like to Go Racing with Porsche in Formula E." Which highlights a video Porsche produced on how it morphed from World Endurance Championship LMP1 racing to fully electric Formula E, in two short years. Talk about modern day relevance. Although I didn't watch the video.

But that made it hard for me to get my mind around the adjacent story, titled "The RUF CTR Blends the Old with the New." Get this. No, get Me this. A curb weight of 2,750 pounds, 710 horsepower, a carbon monocoque, a custom ZF 7-speed manual gearbox, a five-gauge instrument panel and pushrod suspension. This is the CTR Anniversary.

Continued on page 37

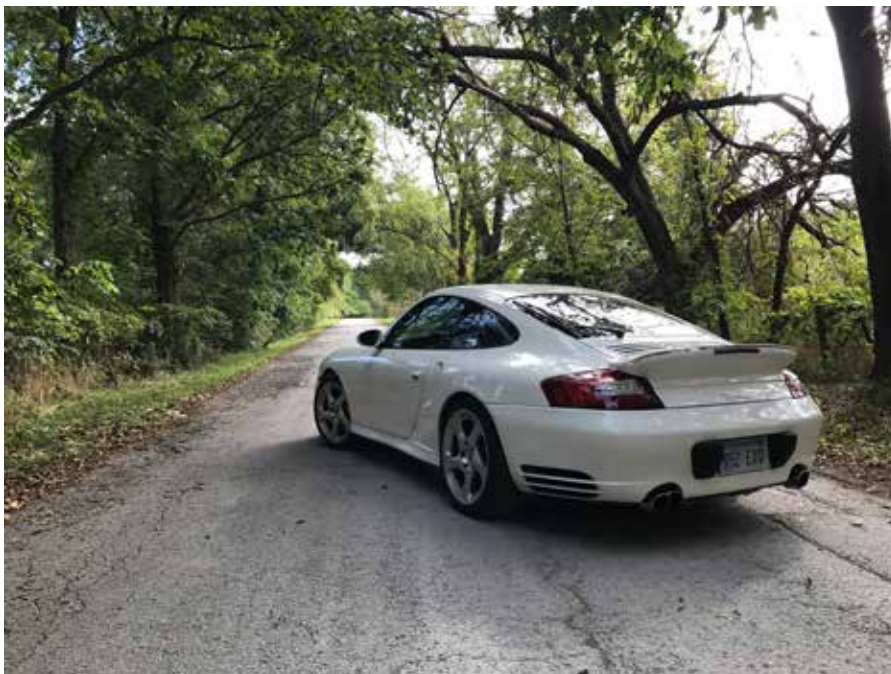
# New Zone 10 Rep . . . Introducing Stan Thorpe

*courtesy Stan Thorpe*

Some kids grow up throwing the ball with their father in the backyard. I grew up under a car. My father would buy cars wrecked and fix them to sell, making extra cash for the family. One week, my father brought home a 911. When the car was finally fixed and the flat-6 engine roared to life, I was in love. Fixing that car and many others are fond memories. I even jokes about being left at home with my younger brother, a 911, and a 928 in the garage, but that is another story.

My lovely wife and myself have been PCA members in the Kansas City Region since 2009. In a way, I joined the PCA “for myself”. I was looking for information on our 944 Turbo and to meet other car guys. From there Deborah and I moved on to a blue 2000 996 C2 and eventually a 2001 911 Turbo, which we still own today. During that time, “Stan’s car friends” turned into PCA friends, and the whole family began to participate in the club.

I’ve had held positions in the Kansas City Region ranging from Director to Executive VP and President. I’ve also been the region’s newsletter editor for the last seven years. The Der Sportwagen has won best in class four times and in 2016 won the Betty Jo Turner Best Overall Newsletter award. Deborah is the region’s Website Chair and our kids, McKenna and Kendall can be seen volunteering at local events. In 2018, our family was recognized as the PCA Family of the Year. Being elected to be the Zone 10 Representative is an honor and responsibility I am greatly looking forward to.



Prez Sez . . .

*continued from page 6*

I am grateful she still enjoys the challenge.

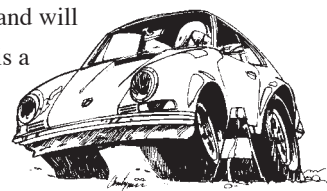
Last but not least, **Roger Johnson** is a very seasoned club member, having joined the club in 1979. In addition to two terms as club President, he was our club race chair for many years and was instrumental in forging that event into a successful highlight of our year. He’s also a long term instructor in our drivers training schools and served as Webmaster for PCA national. His relentless passion for motorsports is contagious and he does a great job of keeping us all informed on Porsche racing developments. Having just completed his second term as President, Roger serves on our board of directors for two more years.

Volunteering is a great way to meet members and its always helpful to mix in new blood on our leadership team. If you are interested in helping with a particular activity or interest in our club, reach out to the respective committee chair and see where they could use a hand. If you have are interested in organizing a new type of event for the club, let me know and we can discuss the idea.

Well, that’s it for this month. I’ve got to get outside and enjoy the snow before its gone.

**With the driving season soon upon, check out PCA’s Driver’s Education Video!**

PCA just released a very well done 6 minute video on HPDE. HPDE is what we call Driver’s Ed and our Driver’s Training program. It pretty much nails why we all love these events. If you are thinking of giving this a try, don’t hesitate and sign up today. The school on Friday (April 24th) has limited capacity and will fill up. All you need is a helmet and a desire to learn about you and your car.



<https://youtu.be/wWdoNe9eiw4>



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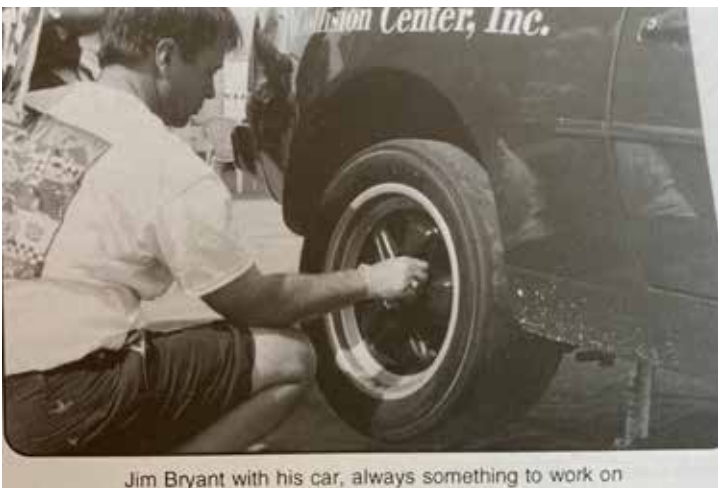


JOHN HEALEY Chairman and Director

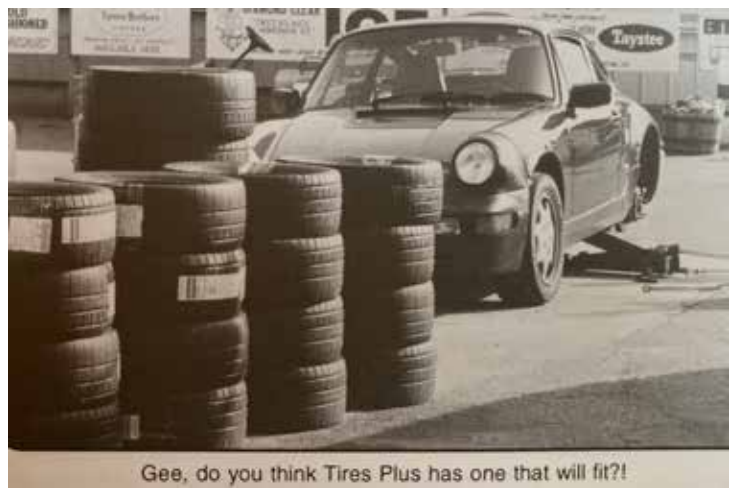
# CROWN BANK

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Jim Bryant with his car, always something to work on



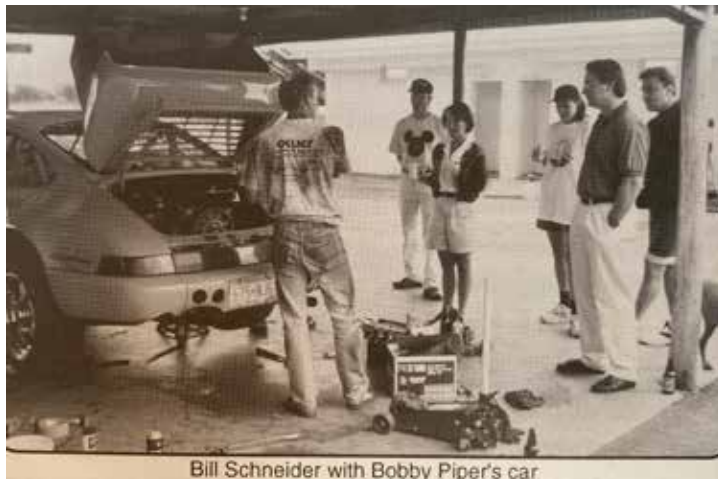
Gee, do you think Tires Plus has one that will fit?!



Tires Plus in the paddock - adding new meaning to the word 'well-stocked'



All lined up and ready to go!



Bill Schneider with Bobby Piper's car



The Kelly Moss group from Wisconsin 'working hard'



Sorry, Dad, we aren't watching any racing broadcasting



Another use for Armco!





Yahoo, beer time



Dick Beers with Dave Weisel



Post awards time - everyone gets a mug



Race Stewart Monte Smith, all the way here from Utah!



Mark Utecht with Jay Leuhmann



And the track is closed . . .

# Where We Were . . . 60 Years!

curated by Ron Faust

October 1997

**Steve Lindemer's** 356 Cabriolet provided a great the cover shot, taken at the Club Race in June. The photo was taken by **Bill Hodson** who also shot the back cover. Will Race for Food.

**Bill Hawe** contributed an article on that often challenging and “emotion laden” task of storing the Porsche for winter. As Bill commented, “This is a somber event. It is best done alone so one may share those last moments with the Porsche without distraction . . . this way if one gets too emotional . . . about it the family and friends won't be there to witness it.”

Two pages listed timed runs for a midweek event held at Brainerd. **Steve Watson** scored the best time of day with a 1:40.679 lap, but **Joel Pfister** and **Mike Hoke** also ran laps only 0.4 and 0.6 seconds slower.

**Gayle Momchilovich** wrote about her experience at the Women Only Driver's Training session at BIR There were twenty women students. Gayle said “life and driving will never be the same . . . You know you're on a new path when your husband (**Don Erickson**) drops the current issue of Nord Stern on top of the Vanity Fair in your lap and says ‘there's an article on R-compound tires . . . in here that you should read.’

An interesting two page article covered the new Porsche mountain bike models, including the S and the FS. Featuring parts from

Germany, Italy, France, Switzerland and USA, these performance bikes included front forks with large closed-cell elastomeric foam spring elements which could be fine-tuned to match rider weight, a surprisingly long fork travel, handlebar vario-stems, rear oil/air shock suspension, Magura HS22 hydraulic brakes grabbing Rigida rims or cross drilled rotors, a Sachs Neos low-profile chainwheel set, shifting by Sachs Quartz Power Grip, and even a rear swing arm on the Bike FS with four tubes and two CNC-milled trusses forming a stiff triangular structure! If you had to ask how much these bikes cost, you probably could not have afford them.

**Dave Weber** from the Nor'Easter Region offered an article on driving the original Watkins Glen Grand Prix circuit. This race was envisioned by Cameron Argetsinger and utilized local streets and area roads from 1948 thru 1952. Described were places like “Archy Smith's Corner” The “dairy farm” was gone, but “a large tree would greet anyone who braked too late.” Competitor William Milliken got a corner named after himself when he rolled his Bugatti without getting hurt in the 1948 race. Of course, seat belts were not mentioned anywhere in the article. “*The Last Open Road*” by bs levy (as he spells it) is a wonderful automotive novel that would provide anyone a feeling for what racing was like in the '50's—Watkins Glen to Road America.

The Marketplatz lists:

- 1987 924S in black with a tan interior for \$9,500
- 1983 911 SC “Whale Tail” Euro Edition for \$14,000
- **Bobby Piper** offered his Fly Yellow 1987 911 race car with a 3.2L Gerry Woods motor, cage and all the goodies 2150 pounds for \$31,000, including trailer
- 1986 944 Turbo, grey with a maroon leather interior for \$8,900
- 1983 944 black/black for \$3,900
- 1973 911T Johnson Autosport race car with all the goodies: 2 races and 2 class wins for \$60,000
- 1959 356 A Coupe from Erik Erickson for \$7,200
- 1985 911 Carrera Targa in petrol blue/black with 64,000 miles for \$19,500



**On View at Afton Concours**

**. . . photos by Mitch Berry**



1st Place - Full Luis Fraguada's 1989 944 Turbo



Rick Sojkowski's recently acquired 968; 3rd Place - Full



1989 Carrera Speedster



Ray Bentdahl's 1997 Boxster



Rick Sojkowski's recently acquired 968; 3rd Place - Full



My Carl! Second Place - Full  
1989 944 Turbo  
Photo by Mitch Berry



Joel Pfister's 1973 911S otherwise known as Ol' Yeller

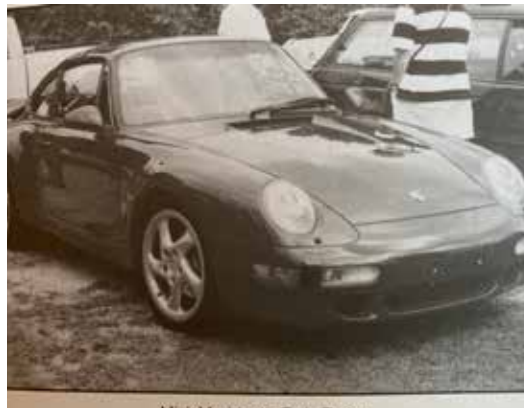


Silver Boxster casually parked on the street - check the license plate!

**On View at Afton Concours**



1st Place - Full Luis Fraguada's 1989 944 Turbo



Mick Morhant's Twin Turbo



"Clint also takes photos!"  
Bruce & Christie Boeder with  
Mariys and Dick Meintsma  
in Carmel at the Monterey Histories  
Photo courtesy Dick Meintsma

*See you at the Next Event!*  
—Christie



Porsche bikes, see article on page 15. All I can say, is, wow.

Photos (i.e. the scans from the original newsletter) on this page are from the 1997 Afton Concours d'Elegance held annually and organized by the club for a number of years.

And while these B/W scans can hardly do justice to the efforts put into car prep by their owners, they do speak to the passion so many Nord Stern members had, and have, for their P-cars.

I note that Luis Fraguada, Sr. was winning Concours in the 90s as he still is today and I suspect was even before these fun pics.

I will admit that the trip to the Monterey Histories from which the photo of ourselves and the Meintsma's that summer was a trip I think quietly fondly of!

Nord Stern Brainerd Mid Week  
August 4-5, 1997

Place	Class	Car#	Name	Region	Car	Best Time	Run	Run
1	2M	251	Joe Rothman	NS	85 944	2:02.153***	2:02.893	2:02.153
2	2M	96	Henry Rogers	NS	88 924S	2:02.572***	2:03.953	2:02.572
3	2M	371	Steve Lindner	NS	944	2:04.597***	2:04.597	2:04.911
4	2M	19	Scott Anderst	NS	85 944	2:04.844***	2:05.995	2:04.844
5	2M	109	Mark Skweres	NS	85 944	2:07.897***	2:08.772	2:07.897
6	2M	223	Jim Bahner	NS	86944	2:08.328***	2:09.605	2:08.328
7	2M	149	Arnie Olson	NS	88 924S	2:20.408***	2:20.408	2:20.559
8	2M	407	David Trumble	NS	944	2:21.800***	2:21.800	2:22.057
9	2M	45	John Erickson	NS	81 924 T	2:24.370***	2:27.220	2:24.370
1	2W	197	Margo Anderst	NS	85 944	2:08.839***	2:11.160	2:08.839
2	2W	377	Heidi Butler	NS	944	2:09.283***	2:09.520	2:09.283
1	3M	75	Richard Hutton	NS	87 944S	2:13.936***	2:15.254	2:13.936
1	3W	175	Ann Hutton	NS	87 944S	2:18.987***	2:19.079	2:18.987
1	4M	165	Jim Potts	NS	968	2:00.806***	2:01.124	2:00.806
2	4M	110	Michael Wichholz	NS	93 968	2:00.901***	2:02.925	2:00.901
3	4M	170	David Engh	NS	86 944T	2:01.722***	2:01.958	2:01.722
4	4M	41	Bill Votel	NS	90 944 S2	2:01.793***	2:01.793	2:01.849
5	4M	108	Kevin Zuch	NS	86 944 T	2:03.027***	2:03.116	2:03.027
6	4M	38	Cliff Anderson	NS	968	2:04.111***	2:05.797	2:04.111
7	4M	106	Mark Kintock	NS	86 944T	2:05.777***	2:07.191	2:05.777
8	4M	101	Paul Ingebrigtsen	NS	86 944T	2:06.364***	2:07.587	2:06.364
1	4W	706	Pat Kintock	NS	86 944T	2:12.261***	2:12.261	2:13.609
1	5M	59	Kim Croub	NS	89 928 GT	1:56.801***	1:56.539	1:56.801
2	5M	77	Dave Galey	NS	88 944 TS	1:58.149***	1:58.149	1:58.289
3	5M	39	Mike Selner	NS	89 944 TS	1:59.991***	2:00.548	1:59.991
4	5M	189	John Meier	NS	944 S2	2:14.514***	2:17.734	2:15.502
1	6M	226	Donovan Kestron	NS	72 911T	2:12.737***	2:13.342	2:12.737
1	7M	123	Tom Uphar	NS	70 911E	2:28.355***	2:29.055	2:28.355
1	8M	52	Paul Olson	NS	80 SC	2:03.262***	2:03.622	2:03.262

Nord Stern Brainerd Mid Week  
August 4-5, 1997

Place	Class	Car#	Name	Region	Car	Best Time	Run	Run
1	8W	702	Susan Lee	NS	78 911SC	2:07.770***	2:09.094	2:07.770
2	8W	166	Eleanor Renwick	NS	81 911 SC	2:24.179***	2:24.813	2:24.179
1	9M	97	Alberto Magallon	NS	85 911	1:57.761***	1:57.761	1:59.162
2	9M	17	Jon Beatty	NS	85 911	2:00.195***	2:00.195	2:10.876
						4:26.892	2:00.416	2:00.366
3	9M	621	Don Erickson	NS	84 911	2:06.701***	2:08.151	2:06.701
4	9M	193	Jeff Lawrence	NS	84 911	2:08.651***	2:09.432	2:08.651
1	10M	90	Ron Lewis	NS	90 911 C2	1:55.782***	1:57.133	1:55.782
2	10M	5	Guy Roeder	NS	93 RS Am.	1:57.274***	1:57.680	1:57.274
3	10M	54	Brian Smillie	NS	90 C4	2:01.572***	2:02.685	2:01.572
4	10M	35	Nick Cirillo	NS	91 911 C4	2:04.358***	2:04.358	2:04.607
1	10W	135	Susan Cirillo	NS	91 911 C4	2:09.713***	2:09.713	2:11.101
1	11M	10	Mick Mohrlant	NS	993 Turbo	1:53.385***	1:53.385	1:53.819
1	P1	4	Steve Watson	NS	90 911 Turbo	1:40.679***	1:40.679	
1	P2	21	Joel Pfister	NS	73 911	1:44.420***	1:44.420	1:44.542
2	P2	49	Mike Hoke	NS	71 911	1:46.572***	1:46.721	1:46.572
3	P2	57	David Parker	NS	76 911	1:55.057***	1:55.057	1:57.724
4	P2	221	Teresa Vickery	NS	73 911	1:56.021***	1:56.077	1:56.021
1	P3	50	Terry Johnson	NS	944T	1:53.530***	1:53.821	1:53.530
2	P3	24	David Steen	NS	92 911T S2	1:57.762***	1:57.762	2:01.019
1	P4	46	Bob Vias	NS	89 944 S2	1:56.837***	1:56.837	1:57.160
2	P4	91	Dave Ingraham	NS	86 944T	1:57.672***	1:57.729	1:57.672
3	P4	51	Lee Jacobsohn	NS	90 944 S2	1:59.236***	1:59.236	1:59.542
4	P4	62	Ron Draper	NS	86 944T	2:02.073***	2:03.533	2:02.073
5	P4	146	Pam Vias	NS	89 944 S2	2:03.749***	2:05.149	2:03.749
1	N	15	Mike Courtney	NS	Ford SHO	1:56.777***	1:57.508	1:56.777
2	N	438	Fred Jacobsohn	NS	89 944 S2	2:03.533		

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## Sept 25-27

This book provides text in both English and Italian. The pictures are, of course, a universal language in which this book is well spoken. Missing from the subtitle are the words “of Racing”. There is very little in this book about production capability and output, design efforts, or corporate organization. To paraphrase – it’s not the business, it’s the (racing) cars. It must also be said that the Golden Years seem to be the air-cooled/Ferry era at Porsche, but the six chapters (of eight) within that time period, provide an extensive report of Porsche racing history..

The first chapter covers background material from the years 1875 through 1930, including a fairly intensive treatment of the Porsche family, with many pictures new to this reviewer. The 1928-1949 chapter provides a more extensive treatment of Dr. Porsche’s WWII projects than do most books about Porsches, stating that “Ferdinand and his staff also inevitably became “official suppliers of tanks” to the Third Reich. Also clearly indicated is that Jean-Pierre Peugeot personally instigated Dr. Porsche’s imprisonment in France, after British tribunals had acquitted him of any complicity in the war.

PORSCHE Gli anni d’oro is a big book, an inch and a quarter thick, weighing in at just under six pounds. It really needs a coffee table to support it. If you remove the dust jacket for preservation (or framing), you are left with a very plain, very black book. Inside, despite European style run-on paragraphs and a few phrases awkward from translation, this book is an easier read than it looks. The English text is only half of the book. Each chapter begins with pages of dense text followed by page after page of pictures with blocks of captions printed in skinny, italics type, much harder to read than the main text. Each page displays the chapter-era years in the upper corner, so one can open a page at random and know where one is chronologically. Through the end of the ‘60s, the pictures are mostly black and white.

This book’s overall focus on race cars and associated people, mostly at race tracks, is a refreshing change from the more narrowly focused 911 books that are so prevalent today. The different focus and somewhat different flavor in the collection of pictures provided may or may not reflect the Italian origins of this book, but it somehow seems refreshing.

## Book Reviews for Porschephiles

by Bruce Herrington, Orange Coast Region

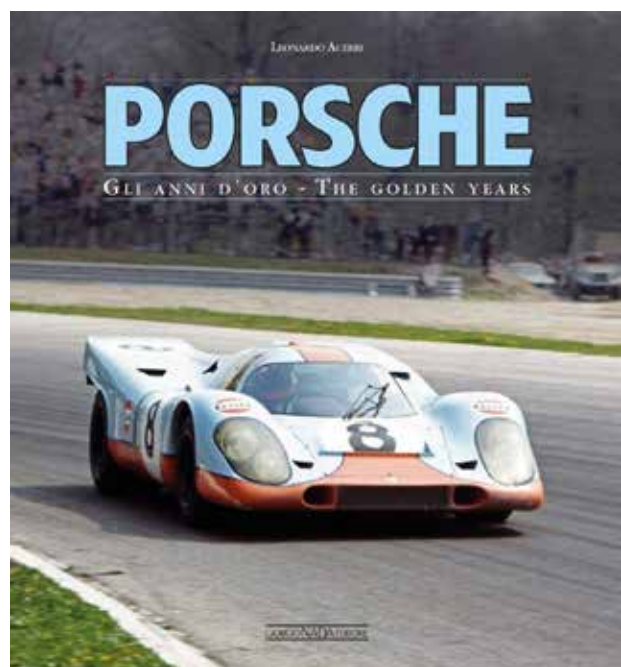
### Porsche Gli ann-d’oro, The Golden Years

by Leonardo Acerbi, published January 29, 2019 by Giorgio Nada Editore, Stl, Milan Italy

This is a book unique in formatting/layout, with uniquely comprehensive textual summary of Porsche racing up through 1998. It also contains an outstanding collection of pictures, many not commonly seen, of Porsche race cars from early 356s, through Spyders, 917s, 935, etc to GT1s. This is truly a treasure trove for fans of air-cooled Porsche racers. Even without the text sections, this would be a great pictorial history of Porsche racing from driving an Austro-Daimler to victory in 1910 to producing the GT1 that won Le Mans in 1998.

Printed on heavyweight, semi-gloss paper, the resolution of some of the more modern photos is outstanding, as is that of factory cutaway graphics. The textual sections provide a fast paced narrative – there are no tables, graphs or charts to upset the flow.

PORSCHE Gli anni d’oro is hardbound, with 320, 11-3/4 x 11 inch heavyweight, semi-gloss pages, containing many b/w and color photos, but no index. It should be available for \$120 from your favorite book seller (ask for it), or from [www. QuartoKnows.com](http://www.QuartoKnows.com); search on “PORSCHE”.





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**2020**

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**Final Fling  
Driver Training  
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Driver Ed  
September 19-20**

**Cheese Fling  
Driver Ed  
June 8-9  
Road America!**



Reprinted here from the October 1997 Nord Stern newsletter, this recap from Gayle Momchilovich of her participation in a 'Women Only' Driver Training is spot on, even 22 years later. While we haven't had a 'women only' version in awhile, many have gone through DT over the years in the club's semi-annual offering and as Gayle so well put it, it's an amazing experience well worth your time and maybe a bit of wear and tear on your brake pads! Porsches NOT required to take DT so do know the skill and knowledge gained are invaluable no matter what vehicle you may own and drive! Try it, you just might like it!

As a novice participant at this event, it was all of the above and more for me. We showed up driving at different levels, driving a variety of Porsches and daily drivers. but with the enthusiasm and desire to team more about driving our cars. We left with a of knowledge (much still to be lot digested). incredible driving experiences and new friendship.

It started at a tech session at Schneider Motorsports. Bill Schneider led a great session hoisting up Jill Daneu's 911 and pointing out the critical systems and components, their functions and the importance of maintaining excellent condition for high performance driving. He was incredibly patient with all of our questions and provided easily comprehensible answers - this was new territory for most of us. One participant. (yes, it was me) had particularly pointed questions regarding brakes in anticipation of driving at Brainerd!

Arriving at Brainerd. there were 20 women students. in various states of readiness to tackle this challenge. It was the first time many of us had prepared our cars for the track. emptying them of everything. torquing our wheel; checking tire pressure and fluids. It was fun to perform these tasks independently for the first time and, despite their seeming simplicity to the experience,

## It's Not Just for the Guys . . . Driver Training, Where Will YOU be April 24?

there was a nice sense of accomplishment. Registration for the event carried an unexpected and pleasant surprise in the wonderful denim shirts with the great even, logo (designed by Nord Sterner Phyllis Godfredson) embroidered in super colors. Thanks to Eric and Bob Johnson and Johnson Autosport for their support of this event.

At the driver's meeting: led by event organizer Wendy Pilhofer, Wendy acknowledged that we were here with different motivations and goals and the event was designed to meet all levels. In other words, you did not have to feel pressure to perform. We were here to learn, gain some experience, stay safe and have fun. And we did! The day was a mixture of chalk talks off the track to teach us fundamentals and driving instructions and experience on the track.

The chalk talks provided great fundamentals background to prepare us for our driving experience. We were given the keys to beginning to understand and manage weight transfer. the friction circle, tire contact patches, braking. cornering. suspension systems and lots more. I will be honest- we were breaking new ground for me. For those of you who hesitated coming this year because you really don't know much about cars, you would not have been alone and I am sure you won't be alone next event. Many of us were painfully honest during breaks admitting to each other that the light bulb illuminated when we realized that when Teresa Vickery said "stick" she was NOT talking about the stick shift. She was referring to the tires "sticking" to the road! Just the gain in vocabulary was worth the investment

The track portion of the event began with a drive around the track

With our instructors. My instructor, Rick Polk, drove around the track in my car pointing out the line, braking, apex, and exit points. All was not clear, but I will say that by the end of the day. it was a lot clearer and I did know enough to know that I wanted to know more! When it was my turn to get behind the wheel. I was nervous and apprehensive. I didn't want to make any mistakes, do anything stupid, or the ultimate - embarrass myself. I can assure you with great certainty that I felt many things. including a few pretty cool adrenaline rushes. but I never felt embarrassed and I would like to thank my instructor and everyone who organized, worked and participated in the event for that! There was a camaraderie centered around learning and driving at your selected pace, safety and having fun that precluded such wasteful stuff.

After the time around the track we worked on several exercises including a braking exercise, slalom exercise, cornering exercise and a lane toss. These were not only great fun but as the day progressed, it dawned on us that they were the building blocks for our later opportunity to drive on the track. Not that they hadn't told us this, it just takes awhile to put it all together. The braking exercise was designed to get your car up to a high speed and then put on the brakes hard at a specified point. It was a great opportunity to learn how your car responds in this situation and how you can learn how to control your car's response by understanding it and adjusting your input. It was a big surprise when the track water truck aimed its hose on the braking area, wetting down the track! This was one of my adrenaline rushes and great experience for daily driving.

The slalom course consisted of orange cones set up in straight line with spaces in between

# Once Upon A Time . . .

by Pedro Bonilla, Gold Coast PCA

Porsches came with a nice set of tools which included a jack, and a lug wrench, and a standard or collapsible spare tire! But those times are long gone. In order to save weight and manufacturing costs, they did away with all of that in 2005.

But this deletion is not an exclusive Porsche move. Most car makers adopted the same policy.

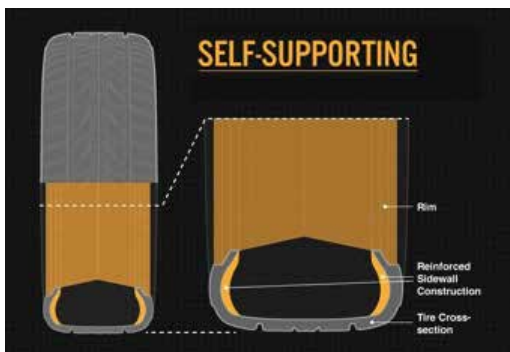
You do get a can of Fix-a-Flat and an air compressor, but I wouldn't recommend using that slime at all. It makes a mess and will cost a pretty penny to clean from the wheel. My recommendation is to carry a tire plug kit and a 12 volt air compressor (both available at most auto part stores). Also make sure your AAA payments are up to date and don't forget your cell phone in order to call the flat bed if you can't or don't want to fix the inevitable flat tire.

You may be thinking: *"But wait, I don't need a flat bed or a tire plugging kit because if Porsche didn't include a spare tire or tools that means that my car came with run-flats, right?"*

Well, you would be wrong if you assumed that. You can install aftermarket run-flats although they are very limited in sizes and widths and are also more expensive.

If you purchased your car used and you wonder whether it has run-flats, you can check the tires themselves. They would have one of the RFT (Run Flat Tire) symbols on the sidewall.

So, should you install run-flats as your next set of tires? First, a little more info on RFTs. There are two basic classifications: **Self Supporting Tire** and **Support Ring System**.



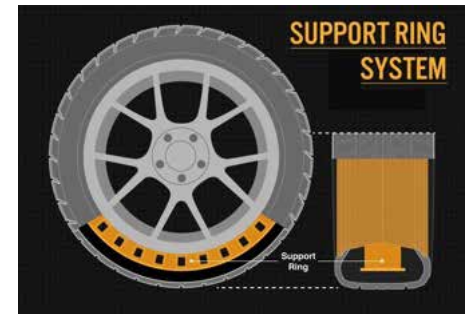
**Self Supporting Tires** have reinforced sidewall construction that continues to support the vehicle even with total loss of pressure. This allows for continued operation up to the speed and distance specified by the manufacturer.

**Support Ring Tires** employ a

ring of hard rubber or other structure that can support the vehicle's weight in a complete air loss condition.

If you can find them your car's size and you're OK with the extra cost you may still want to consider the following:

RFTs should only be installed on cars equipped



with TPMS (tire pressure monitoring system) because if you get a puncture and loose air pressure on a RFT you may not know it due to the extra stiffness of the sidewalls. RFTs don't flatten down when they lose air pressure, they look and drive pretty normal, but RFTs can only be run 50 - 100 miles at a max speed of 55 mph once they lose air. Then they **MUST** be replaced. They cannot be repaired and/or re-inflated.

In my opinion, the only real advantage of RFTs is that when you get a puncture, you don't have to pull over immediately to change or fix the flat, which is good if you're on a heavy-traffic road or dangerous otherwise, and in racing, where having to pull into the pits for a flat could cost you the race, especially if it happens on the closing laps and you have the lead. Many track tires are now available as RFTs.

More tire manufacturers are expanding their RFTs so you may be able to find a set that fits your car. Some sport cars, such as Chevrolet's Corvette now come with RFTs standard. Maybe Porsche will follow suit.

Happy Porsche'ing, Pedro

## A Walk Back in Time: A Listing of All Nord Stern Presidents, from our charter year forward!

A long and very illustrious list of members, many who continue to be very active in the club both locally and nationally with PCA. We thank each and every one as this club wouldn't be as vibrant and have enjoyed such longevity without the continuing leadership of these many dedicated and passionate members!

1960	Earl DeLaittre	1991	Roger Johnson
1961	C.J. Trenholm	1992	Teresa Vickery
1962	Gordon Oswald	1993	Terry Johnson
1963	Hank Godfredson	1994	Rick Sojkowski
1964	Mrs. Wiggie Woolery	1995	Peter Vickery
1965	Tom Allen	1996	Bruce Boeder
1966	William D. Pletsch	1997	Dave Weisel
1967	Paul Anderson	1998	Ron Smith
1968	Elmer Langren	1999	Mike Selner
1969	Charlie Lloyd	2000	Jon Beatty
1970	James Harris	2001	Jim Holton
1971	Ron Korman	2002	Mark Skweres
1972	Ron Korman	2003	Scott Anderst
1973	Al Schlegel	2004	Ed Hazelwood
1974	David Morse	2005	Chip Smith
1975	Gordon Doering	2006	Richard LaVerdiere
1976	Larry Skoglund	2007	Cal Townsend
1977	John Horner	2008	Pam Viau
1978	John Bierbaum	2009	Bob Barker
1979	Cindy Doering	2010	Kim Fritze
1980	Dennis Guentzel	2011	Bret Bailey
1981	Richard Guthart	2012	Jim Bahner
1982	Corey Johnson	2013	Ron Johnson
1983	Lane Hawkinson	2014	Dave Anderson
1984	Bill Caldwell	2015	Mike Sabers
1985	James Arhart	2016	Paul Ingebrigtsen
1986	Hank Godfredson	2017	Ryan McGee
1987	Joann Speidel	2018	Lara Dant
1988	Peter Muldowney	2019	Roger Johnson
1989	Ron Draper	2020	Chip Smith
1990	Darlyl Fortier		

## Topics of Nord Stern Importance . . .

*Nord Stern's Membership Committee*

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

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

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

**How do I join Nord Stern?**

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

**What does membership cost:**

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

Questions: [membership@nordstern.org](mailto:membership@nordstern.org)

### . . . PCA Juniors Program . . .

**What is the PCA Juniors program?**

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

**Who is eligible?**

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

**What will the child receive?**

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

**What does it cost to register?**

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

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

## Driver Training . . .

*continued from page 33*

them. We were to drive between the cones, at increasing speeds, hopefully without hitting cones but of course we did. The bet part about this was when the concept of weight transfer really began to sink in. When you had a good run it reminded me of the same good feeling you get as a skier when your rhythm is right on. It just felt good and you felt a bond with your car - like you have done something right together.

The cornering exercise began at Turn 3. The apprehension remained. They're really going to make us drive on the track and it is going to start at Turn 3. I had heard about turn 3 before! Well, it was great. We had several opportunities to drive back and forth on a couple of corners before we got to drive the entire track. It was a great strategy for teaching us cornering, braking, entry points, apex and exit points and also to get us used to being on the track. The chance to try these corners over and over against built both our confidence and our skills. Pretty soon some of us were starting to push ourselves a bit to see what we and our car could do.

The last exercise was the lane toss. This was probably the most fun and the most challenging. By this time, the instructors were really getting into the program and led

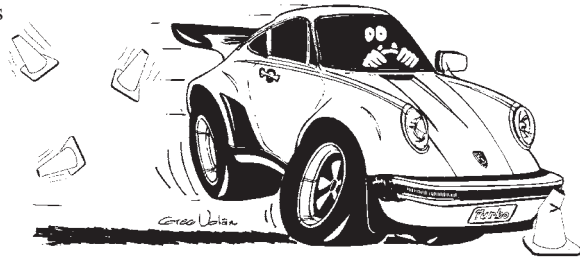
by Joel Pfister were giving us audible and visual feedback (cheers and gestures) egging us on. Thanks to Kim Polk, who gave calm encouragement and instruction at the starting point for those of us who had butterflies each time we repeated the exercise.

At lunch time, we were on our own and, for me, it was a great time to meet club members and forge new friendships. In fact, one of the best parts of the event was the opportunity to meet women in the club I hadn't met before and sharing the experience makes for more than just an acquaintance relationship. There's a bond when you are all experiencing something new and pushing yourself in ways you haven't before. After lunch, it was time to get out on the track. Again, the instructors drove first and this time we really began to put the concepts together. I was ready to let Rick drive all afternoon, but that wasn't part of the plan.

Talk about butterflies-I had a whole flock (or whatever they are called when there's a whole bunch of them together) in my stomach! But, man, was it fun when we got out there. What an opportunity. We had lots of track times, dedicated and understanding

instruction and fun. There were few enough of us on the track that we didn't have to worry about tones of other cars around us. By the end of the day, we were really beginning to understand the corners and were pushing ourselves to find a line that worked for us. wait until the proper braking point to apply the brakes, successfully execute the corner and exit with power on. For some of us, it was the first time we had ever floored our cars! When I shared this with some of the men after the event, they looked at me with a puzzled expression - I think there is a male gene for pedal to the metal. First time or not, it was exhilarating, except when we were on the straightaway and Rick said, "floor it," and I replied, "it is!" Alas, my Audi Quattro wagon takes a little while to catch up with itself when floored.

When the day was over, there was a real sense of accomplishment and pride mixed with a little relief



that we had made it through the day. Thanks to Wendy Pilhofer, Susan Arndt, Christie Boeder, Phyllis Godfredson and Teresa Vickery who organized the event, all the instructors and track workers and again, to Johnson Autosport for their sponsorship. the learning was incredible and life and driving will never be the same. You know you're on a new path when you're on a plan the next day with the new issue of Vanity Fair on your lap and your husband hands you the new issue of Nord Stern and says, "there's an article on R-compound tires in there that you should read." I am already looking forward Women Only next year and some of us have even resolved to begin driving at other events. See you at the Track!



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Schizophrenic . . .

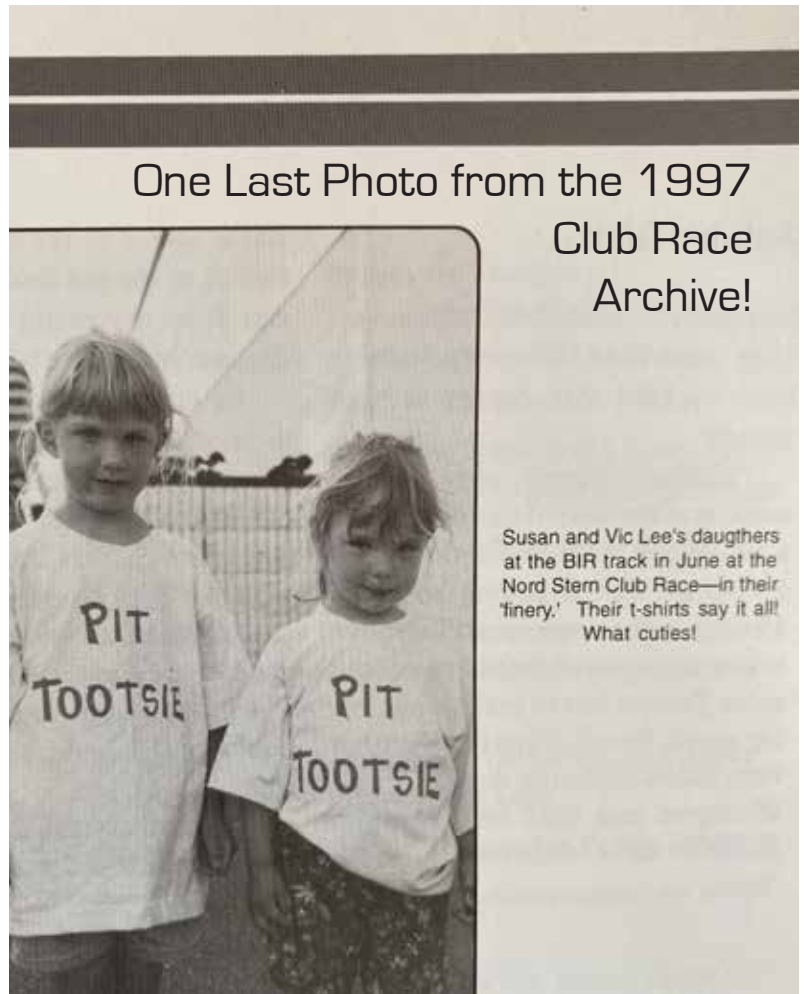
*continued from page 21*

And the thing looks, for all the world, like a cross between a 930 Turbo and a 964. In Fly Yellow.

To me, the CTR is perhaps the best example ever, of the maxim that everything old is new again. I tried to find a price, but I couldn't. Although I did not go to the RUF webpage. I mean, I have to have at least a modicum of self-control.

Which is why I feel so discordant. Old, new and everything in between. My head is spinning. Dickens said it best, more than 150 years ago, "it was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity . . ."

I wonder what Dickens would drive, if he were alive today. I'd like to think the CTR.



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

Rick Moe  
nurburgring, inc.  
dasring.com

## 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.

### Porsche 991 20" Carrera "S" style Wheel set

OEM Front 8.5 X 20 991.862.161.04 offset 51.

OEM Rear 11 X 20. 991.362.166.05 offset 52

Excellent condition, includes TPMS SENSORS and CENTER CAP

Michelin Alpin snow tires, approx 1,500 miles

Front 245/35R 20 and Rear 295/30R 20. \$2,975, Buyer pays shipping/ offers/ rims only a possibility. Should fit all OEM wide body 911's. Marcus Gustafson, 612-867-6177 or marcus.m.gustafson@gmail.com.

### FOR SALE

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

### 1988 Porsche 924S in Stone Grey

Manual transmission, 128,000 miles \$4,250 o.b.o. Nice opportunity for a cheap daily driver or race car candidate located in St. Paul. The body is in good shape, this was originally a Florida car and spent much of its life in Arizona. It was repainted in the original color at one point, so the paint generally looks good, but there are a few blemishes as you'd expect. Mechanically, the car runs and drives well and is generally in good shape, with a few known issues noted

below. It's on a Minnesota collector plate, so there's no annual tab fee going forward. Recent work done: New brake pads with EBC Red pads up front, New fluids (engine oil, brake/ clutch fluid, transmission/ diff oil) in the last ~2,000 miles, Upgraded to LED dash lights, Shift linkage upgrade, Aftermarket seats, All dash lights upgraded with new LED's. Nice and bright, Timing belt was replaced at ~120k miles according to the previous owner, so you should be good to go for a while.



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

### Wheels

Newly refinished 991 Sport Design II wheels for wide body fitment. These wheels are for wide body fitment - 991C4 or C4S. Part numbers are 991.362.166.33 & 991.362.161.32. They were



completely refinished. Acid dipped to remove the old paint and then powder coated a platinum metallic silver. They come with the center caps and original TPMS sensors. They have not been mounted or used since they were refinished. Nothing wrong with them, I bought a set of BBS wheels and since these have been sitting and taking up space my wife says they need to move out. Contact Trent - 612-208-2839 or twaite@tdwco.com

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



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