A Porsche is no ordinary sports car, but a sports car for everyday driving, whatever the weather. It's more than just a vehicle. It is an expression of freedom and provides a little bit of fun and the sense of living the dream in an otherwise serious world. Driving a Porsche makes that dream attainable.

And because details matter to Porsche drivers, you can refine your car to your unique taste after you take delivery with Porsche Tequipment products, made to make your vehicle even more unmistakable.

Two-thirds of all Porsche cars ever built are still being driven today. That's not by chance - it's because they are cherished, well cared for by their owners and come with a 4 Year/50,000 mile warranty. So, if you are lucky enough to own a Porsche, you’ll want the best, fully trained Porsche technicians available to keep your dream vehicles in tip-top driving condition. Call us today to schedule your appointment today.
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.

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website: http://www.nordstern.org

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

Departments

4 2018 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!
11 LET US ALL SALUTE THE CAPTAIN
14 ClubTalk ‘Challenge’ The BEST part of your garage and One of the Worst
19 Porsche Acronyms Explained . . . Part 1
22 PCA’s Zone 10 Directory
32 April 2018 Business Meeting Minutes
36 Classifieds

Features

15 Porsche Selfies: Member Spotlight
16 Where We Were –
18 PCA Juniors!
20 Drive it Like you Stole it
21 Now that the ‘Snow Season’ is actually past . . .
  A Bit of Fun can be Appreciated
24 The Best of Vintage Nord Stern . . . Sebring Revisited
26 Top 10 Things to Check When Buying a Used Car
27 New (er) Member Porsche Profile: Dave Billingsley
30 Porsche Tidbits, Trivia, Whatnot
37 PCA Spotlight: What you need to know about Porsche Classic’s Radio
37 Drum Roll, Please! 2018 Nord Stern Charity Calendar
  Raffle Winners Announced . . .

Upcoming Events

8 2018 Calendar . . . Get Around with Nord Stern
28 Autocross Opportunities!
28 Rallye De Vallee
31 1st Annual South Shore Fall Color Tour - September 28-30, 2018
34 All Porsche Show - June 24
## 2018 Nord Stern Officers and Committee Chairs

<table>
<thead>
<tr>
<th>Position</th>
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<tr>
<td>President</td>
<td><a href="mailto:president@nordstern.org">president@nordstern.org</a></td>
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<td>Lara Dant</td>
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<td>2645 Lyndale Ave S</td>
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<td>Minneapolis, MN 55408</td>
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<td>Historic Archivist</td>
<td><a href="mailto:archivist@nordstern.org">archivist@nordstern.org</a></td>
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<td>Kim Fritze</td>
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<td>Insurance</td>
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<td>Dan Perinovic</td>
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<td>Membership</td>
<td><a href="mailto:membership@nordstern.org">membership@nordstern.org</a></td>
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<tr>
<td>Ed Vazquez</td>
<td>612.720.0760</td>
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<td>Betsey Porter</td>
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<td>Met Council</td>
<td><a href="mailto:metcouncil@nordstern.org">metcouncil@nordstern.org</a></td>
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<td>Bob Kosky</td>
<td>952.938.6887</td>
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<td>Newsletter</td>
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<td>Autocross</td>
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<td>Jim Holton</td>
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### How to Join PCA and Then Nord Stern Region PCA

1. **First**, **JOIN** Porsche Club of America (PCA). Please visit www.pca.org for membership instructions.
2. **Next**, join Nord Stern
   - Visit www.nordstern.org and pay dues via PayPal (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 will be available for the club’s records.
3. **To RENEW** an existing Nord Stern membership visit www.nordstern.org and pay via PayPal (link is in instructions on how to Join/Renew or use: http://usa35.noip.me). Or, you may send your check, payable to Nord Stern, to Jeff via snail mail address below.

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

**Address Changes:**

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

**Ed Vazquez**

Email: edmn911@aol.com or 612.720.0760 (cell)

Mail renewal checks to:

**Jeff Bluhm**

9145 Breckenridge Lane
Eden Prairie, MN 55347

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

Nord Stern membership Options:

- $30 per year
- $80 for three years!

**Check your mailing label for your expiration date**

**Contact Ed** with any membership inquiries or updates

---

**Addresses available upon request for chairperson/s or Board members.**

Call Christie Boeder 612.845.4509, or email: editor@nordstern.org

---

**Ed+Vazquez**

229 S Westfield St
Wichita, KS 67209

racylacy944@yahoo.com

316.655.4058
Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!

Patrick Douglas
Lakeville, MN
Silver 2002 911 Carrera

Michael Ko
Mahtomedi, MN
2008 911 4S

Dave Moree
Medicine Lake, MN
White 2013 911 Carrera 4S Cabriolet

Wendy & Brian Oldendorf
Bloomington, MN
1982 911

Jeff Podergois
Chaska, MN
Cayman GT4

Geneva Sorum
Eden Prairie, MN
White 2018 Macan S

David Staples
Andover, MN
Guard’s Red 1983 944

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 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: Often 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!
As I write this column, it’s a cold snowy Jan...er APRIL day. It has been an excruciatingly long and cold winter, but I promise, SUMMER is coming! There are plenty of amazing events coming up, both near and far. I love our local events, but in my opinion, the ones that you have to put some effort into traveling to are often the most worthwhile. We all own cars we love to drive, so let’s get out and drive them as much as possible!

The premier Porsche Club event is only a couple of months away, and best of all, it’s a comfortable day’s drive from Minnesota. We’re talking about Porsche Parade at Lake of the Ozarks in Missouri. It is not too late to register, but spots are filling up fast, so don’t delay. Also, if you have already registered, did you register for some volunteer fun while you’re there? The national committee is still looking for volunteers for a number of activities. Ryan and I are volunteering to run the car wash a couple of days. How better to see the cars up close and chat up the owners? It could be a long time before Parade is this close to us again, so don’t miss the opportunity!

I know we haven’t quite gotten to summer yet, but let’s start to plan out fall. You are going to need your passport for this one ladies and gentlemen. That’s right, Porsche Club us headed to Banff in Alberta, Canada for the fall Treffen September 12-15. Registration is not yet open for this, but we will let you know as soon as it is available. This event is expected to sell out fast, like GT3 down the straight at Brainerd FAST. So, if you want to go, register right away.

Treffens are a bit of the antithesis to Parade. There is no competitive element here. Just lots of driving, socializing, and eating. Not necessarily in that order. Ryan and I went to both Hill Country and Asheville last year. The events are unique, and an absolute blast.

If you’re not quite feeling a drive clear to Canada, how about a short jaunt to Duluth? That’s right, after 25 wonderful years in Tofte, the Nord Stern Fall Color Tour is relocating to the south shore of Lake Superior. Same great colors, but a new venue! The tour will be based out of Pier B Resort Hotel in Duluth. Book now as rooms are already filling up!

Finally, on a non-driving note, next year will be Nord Stern’s 60th anniversary! So, who are my artists in the club? We are looking for a new logo to celebrate our big anniversary. Send in your design ideas, and we will vote on them at one of our fall business meetings. I can’t wait to see what we come up with!

### Advertiser Directory

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Ad sizes (maximum dimensions):

- Full page: 7.5" wide by 10.5" high
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- 1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high
- 1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high
- Back Cover: 8.5" by 7"

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

6 month pre-payment required for ad insertion, billed yearly.
In lieu of a rambling nothingness of a column, I am featuring here the recent inclusion of Nord Stern in the ‘From the Regions’ section of our national magazine, Panorama (Pano).

It was not expected, but we were of course thrilled to see the full-page treatment highlighting the charitable efforts behind the beautiful calendar that has been produced the past two years by member Michael Grabner and crew! The third year’s effort has wrapped up it’s ‘auctioning’ of months and raffle for the prestigious December slot (results posted elsewhere in this newsletter!). The raffling of chances this year was a first-time effort to possibly generate a larger donation for the designated charity (this year’s recipient is the Boys and Girls Club in honor and member of Teresa Pfister who was a long-time Board member and super supporter of the organization). In fact, we ended up with not only a 2nd prize, but a third and fourth prize (see, all you who passed on the tickets sure missed out on possibly winning some fun stuff) although we were certainly pleased at the number sold. Just a great way to support the charity, especially for those of us who have already had the opportunity to get our Porsche featured in one of the calendars.

As recapped by Ron Faust:

Kudos to Michael Grabner who earned a full page in the March 2018 Panorama (page 100). The brief article leads the “From the Regions” section of that Panorama issue, mentioning Mark Bouljon and Teresa Pfister and the charities they supported. Michael’s photography for the Nord Stern 2018 charity calendar is featured. The ‘through the tube’ shot of Alec Syme’s 2017 911 Carrera S is reproduced with smaller photos of John and JJ Donofrio’s 2009 911, Christie and Bruce Boeder’s 1973 911T/RS race car, and Ron Faust’s 2014 911 50th Anniversary Edition shot at night in a “light painted” technique.

Great coverage!
### MAY

1. **Nord Stern Monthly Business Meetings (1st Tuesday)**
   - Time: Social 6:00 p.m., Meeting 7 p.m.
   - Location Change: Please Note TBA, watch email for the May Meeting location!

6. **Auto Fair @ Porsche St Paul, Pg. 10**
   - Porsche St Paul, 2490 Maplewood Dr, 10 a.m. - 1 p.m.

12. **InterMarque Spring Kick Off Car Show**
    - Downtown Osseo, 10 a.m. to 3 p.m. See ad on pg.25
    - Porsches Welcome

### JUNE

24. **Nord Stern Annual All Porsche Show**
   - Location: Roseville Central Park, Pg. 35

### JULY

7-8. **Ralleye De Valleye**
   - See Page 37 for Details

27-29. **Nord Stern Club Race and Driver Education**
   - See Page 12
   - Brainerd International Raceway
   - Eventmaster: Jim Bahner, Registration: clubregistration.net

### AUGUST 2017

5. **Auto Lieben Car Show**
   - Location: Afton Alps grounds

11. **Nord Stern Vino In The Valley - Drive**
    - Maiden Rock, WI; Eventmaster: Randy Walker

### SEPTEMBER

3. **Rochester Labor Day Picnic and BBQ**
   - Location: Brian and Gina O’Neil’s home
   - Questions: Jeff Boehm, jeffandbj@gmail.com

15. **2018 Oktoberfest**
   - Location: Automotorplex in Medina, Details TBA

12-16. **PCA’s Treffen Banff (Alberta, Canada) pca.org**

28-30. **Nord Stern Fall Color Tour - Duluth**
   - Headquarters: Pier B - See page 31 for DETAILS

### OCTOBER 2018

5. **Nord Stern Fall Fling Driver Training**
   - Brainerd International Raceway
   - Eventmaster: Jim Bahner, Registration: clubregistration.net

6-7. **Nord Stern Fall Fling Driver Ed**
    - Brainerd International Raceway
    - Eventmaster: TBA, Registration: clubregistration.net

### 2018 Calendar . . . Get Around with Nord Stern

**Car Events of Interest, Not run by Nord Stern or PCA:**

**MAC : April 22 - NOVICE DRIVER’S SCHOOL #1 @ DCTC**

**MAC : July 3 - NOVICE DRIVER’S SCHOOL #2 @ DCTC**

**“THIRD THURSDAYS” OF EACH MONTH**

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

Utepils Brewing, 225 Thomas Ave No. Mpls, 55405
utepilsbrewing.com

Site of the old Glenwood Englewood Water Co. on near Further Performance Motors (Nord Stern Advertiser!)

**MN CARS AND COFFEE - See Ad**

**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.

---

**Wolfson Commercial Real Estate**

**Bill Wolfson**

**Porsche Enthusiast & Commercial Real Estate Expert**

---

**Coldwell Banker Burnet**

**Wolfgang@rmi.net 952.334.4554 BillWolfsonCommercial.com**

**201 East Lake Street Wayzata, MN 55391**
Join us for the Car Season Kickoff!

Porsche St. Paul
2490 Maplewood Dr, Maplewood MN 55109
Contact George Andeweg gandeweg@hotmail.com

Bring your classic Porsche, Mercedes or Audi to show on May 6th.

Hot dogs, brats, drinks, door prizes and more.

All proceeds will benefit Children’s Cancer Research Fund.

Porsche St. Paul

MN Cars & Coffee
Canterbury Park
1100 Canterbury Rd
Shakopee, MN 55379

www.mncandc.com
@mncandc

First Saturday of the month April -October 8am-11am
Free to enter and spectate
Food trucks and beverages
I and behold, I recently opened a copy of The New York Times and could barely swallow my Special K as I read a piece entitled “At 81, Penske Still Speeds Along.”

It’s hard to believe, isn’t it. Here’s the Gray Lady, devoting three columns to the legend. Despite the challenge I have on many Mondays, to find out the winners of the IndyCar race the previous weekend … in the same pages.

But it was an interesting piece. Roger compares his time spent in the pits with his IndyCar teams, with his Nascar teams and with his sports-car team as “my fishing trip and golf game on weekends.”

When will he ever slow down? Penske says “My wife asks me that every weekend.”

But the reality is more complex. Penske is driven (pardon the pun.) He always has been. And, today, that drive to win is a basic tenet of all his business interests.

“It’s an asset we have among our 56,000 people,” he’s quoted in the article. “We create winners. We have a positive impact on our customers and our brand. As long as I’m able, I want to be connected with motor sports because it’s something we know. We’re in the transportation business.”

I heard him say pretty much the same thing, in person, at a worldwide management meeting I attended in the late ’80s.

Penske was a board member of the company I worked for, and he was invited to be the keynote speaker. As best as I can recall, his team had just won one of his 16 Indy 500s, with Rick Mears, and he talked at length about the benefits that come from dedication, focus, perseverance and the pursuit of perfection.

I remember thoroughly enjoying and identifying with his remarks. Listening to a legend, trying to identify with his racing stories. About what it takes to be a winner. But I also wondered how many of my colleagues … and there were probably 300 or more of us in the audience … really knew about him, about his history, his wins, his sacrifices.

I found out much later, as I climbed the corporate ladder, as I performed a corporate transfer six times, including a year in Europe, as I jetted off to exotic locales for meetings and more meetings, often missing important family occasions in the process. And as Is I tried to wrestle with an increasingly fragile family relationship at home.

Was it worth it? I don’t think the question has an answer. It’s not a life for everyone. But it’s what you do if you’re Roger Penske. It’s what he’s always done, better than any team owner in history. And, don’t forget, in his 20s, he was a world class driver, too. He raced in Formula 1.

Throughout his career, Penske has searched for the winning edge. In business and in racing. And, judging by his success, he’s been very, very good at it.

Remember the 917/30 racer? With that blue Sunoco livery, it was perhaps my favorite Porsche race car of all time. And it annihilated the competition. What was the quote from Mark Donahue at the time? That you could never have too much power? The car was a living example.

Then there was the 1994 win at Indy, with Al Unser, Jr. at the wheel. The power plant was the MercedesBenz 500I IndyCar engine. An engine developed specifically for one race, over a period of 10 months, in complete secrecy, to take advantage of a rules loophole that nobody else noticed.

After the win, the loophole was closed.

It’s important to note, however, that Team Penske has won only one Indy 500 since 2009. “That’s a serious drought,” says the author of the Times piece. “So Penske will keep pushing because that is what he has alway done. He likes racing because it’s a good way to entertain customers, but he still badly wants to win.”

Mark Miles, chief executive for Hulman & Company, which owns Indianapolis Motor Speedway and the IndyCar series, is quoted in the article. “His contributions to the sport over the years have been incredible. He demands perfection. That approach to racing really lifts the bar. It s a joy to see he’s not lifting off the throttle.”

The Times author notes how, during IndyCar races, Penske is in the pits of the Team Penske driver with the most longevity. That’s now Will Power, 37. But, for this Indy 500, Roger will be in the pits with Helio Castroneves, who will be trying to join A.J. Foyt, Al Unser and Rick Mears with four Indy 500 wins.

Will Penske do it? I wouldn’t bet against him.

Cheers.
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Title: Our Le Mans: The Movie – The Friendship – The Facts, Author: Hans Hamer  
Publisher: Delius Klasing  
Format: 216 pages, Hardcover  
Where to Buy: Delius Klasing website

It might be difficult to believe, but close to half a century has elapsed since Hollywood legend — and real-life racing fanatic — Steve McQueen commenced filming on “Le Mans.” He took the lead role in the opus to racing, battling Ferrari 512Ss for Le Mans glory while behind the wheel of a Porsche 917. The production would spiral out of control and ended up not only incurring months of delays, budget woes, and a filming shutdown, but also causing several members of the crew to sustain severe injuries — including race car driver Derek Bell, who suffered burns to his face after a crash, and Formula 1 driver David Piper, who lost control of his Porsche 917 at over 170 miles per hour, costing him his right leg from the knee down.

In the recently released book “Our Le Mans: The Movie – The Friendship – The Facts,” journalist Hans Hamer — who spent 17 years growing and developing the famous German automobile magazine Auto Bild — sought to uncover new insights into the making of a film that was savaged by contemporary critics yet is beloved today by motorsports fans worldwide.

Packed with previously unseen photographs and mementoes, “Our Le Mans” is a collection of interviews with many of the figures who were present during filming, primarily Siegfried Rauch, the German actor who played McQueen’s rival in the movie yet was the actor’s friend in real life. Others included are racing driver Herbert Linge, who drove McQueen’s own Porsche 908 as a camera dolly; David Piper, to whom the film is dedicated “for his sacrifice” in the credits; stuntman Erich Glavitza; and Richard Attwood and Hans Hermann, who gave Porsche its first overall victory at Le Mans in a Porsche 917K and then — just weeks later — suited up for the film based on the race.

To commence filming today on a major studio picture without a completed script and no female lead would be bordering on the unthinkable today. But the sentiment that comes across in “Our Le Mans” is that perhaps the chaos that occurred was intrinsic to the movie McQueen was determined to make — the race is the story.

Title: Porsche 911: Air-Cooled Years 1974-1989  
Author: Andreas Gabriel, Tobias Kindermann, Manfred Herring  
Publisher: Berlin Motor Books  
Format: 396 pages, Hardcover with Slipcase  
Where to Buy: Berlin Motor Books website

In order to comply with tough, new safety and emissions regulations in the United States where it sold close to 60% of its cars during the early 1970s, Porsche was forced to perform the first major styling and design changes on its flagship model, the 911. Presented at the 1973 Frankfurt Motor Show, the new G-series featured a shorter hood, prominent impact-absorbing bumpers, and a rear reflective panel with PORSCHE lettering between the taillights, which became a trademark design cue. The standard engine displaced 2.7 liters and produced more torque in comparison to the 2.4 in the outgoing model, while three-point safety belts fitted as standard and seats with integrated headrests provided increased occupant safety. During its production through model year 1989, the platform birthed a multitude of variants including a Targa, a Cabriolet, a Speedster, and a high-performance Turbo model as well as a plethora of production innovations.

Following the same general format and style as his previous literary efforts concerning the Cayenne, Speedster models, and the 911 Turbo, author and enthusiast Andreas Gabriel, along with co-writers Tobias Kindermann and Manfred Hering, examine the G-series 911 in its entirety. The text, which was written simultaneously in English and German, is well-researched and backed up by a multitude of photographs, reproductions of marketing materials, factory archive material, and model-specific buyers guides. While one might have wished for more diversity in the picture department via the inclusion of technical or conceptual drawings, what sets this book apart is an enlightening interview conducted by Gabriel with Friedrich Bezner, a retired veteran product manager at Porsche who somewhat dispels the widely held notion that Peter W. Schutz was the sole individual responsible for saving the 911 from extinction.

Article by Benjamin Shahrabani  
courtesy PCA.org
ClubTalk

‘Challenge’
The BEST part of your garage and
One of the Worst

Started by Todd Smith, a pictorial ‘challenge’ to post a photo of the ‘best’ part of your garage and/or the ‘worst’ part of your garage. So your editor decided that this was entertaining enough to see that I’d like to run a series of the submissions — and the fun comments.

If any one who participated would prefer their submission NOT be included please email me directly at editor@nordstern.org.

From Past President Paul Ingebrigtsen: “Porsche Haus South” aka Florida.

Editor’s Note, I’d say this falls into the ‘Best Part of the garage and can’t say I see anything that would qualify as ‘worst!’

Right and Below from Eric Axelson: Thought you all parked your Porsche’s on carpeting? For me, it shows off what a great job Courtney did in sealing up my engine (1990 964 C4)!

And per Todd Smith: “So the ‘worst’ part of the garage is the carpet?”!!

Above: Lon Tusler’s beer frig, arguably the ‘Best Part’ of his Rennhaus. And as Eric A says, “The beer fridge would be a perfect addition!”
Left is Matt Jones (editor’s note: promise you won’t fall out . . .) in his P-ride.

Matt and Lisa Lynch Jones have been members of PCA since 2008 and reside in Bloomington, they joined Nord Stern in 2011 with their 1995 911 - photo looks to mean this 993 - last of the air-cooled Porsche) is Silver (corrections welcome, just send your editor a quick email!)

Right: Mark Kreisch’s son is playing with HIS P-cars and as a true car guy already he favors a number of models. Truly you can never start too young being passionate about Porsches. (Editor’s note: readers will perhaps recognize the source of the April 2018 Nord Stern newsletter cover!)

My vote for ‘Best Porsche Selfie!’

A recent thread on clubtalk threw out the challenge of posting photos of member Porsches - a result no doubt of this year’s never-ending winter – and what better ‘data’ to feature in our newsletter than our cars.

While the opposite page features garages, let’s have some fun with our ‘rides’ matched with owners!

And maybe, just maybe, there will be dry, warm, sunny weather on tap!
Every so often an article appears in the old newsletters that stands out in the written record of Nord Stern. One such is Hank Godfredson’s “Sebring Revisited.” The article is witness to the enthusiasm, driving abilities, and energy that seemed to abound in our group a quarter century ago. Your editor and I thought every Nord Sterner might enjoy it so the full article is reprinted elsewhere in this newsletter.

– Ron Faust

May 1994

• Editor Bobbi Miller bemoans the fact that she can’t get an issue out early enough for an event calendar to come out before all the events happen. She explains the process including hand delivery to the printer, applying mailing labels herself, and waiting two days to two weeks for the USPS to deliver.

• Two new garages are being sponsored by Autobahn at BIR. Minimal fees are collected by Garfield Clark.

• President Rick Sojkowski writes that membership is up to 450. Some ponder whether there are too many events.

• Conditions for the Club Race have been set: 1) Break even financially 2) Equitable (track time) to autocrossers.

• Now legendary Nord Stern member Hank Godfredson writes two pages on “Sebring Revisited.” He and Phyllis had done SVRA races in the Bahamas a few years back, so why not do the first Club Race of the season at Sebring? He gets a “Come on down!” from former ice racer Bob Youngdahl and his wife Nancy. Floridians by then, Bob was driving his Porsche Elva. Hank called Vernon at Carrera Sports in Tallahassee for final assembly on his 4 Cam engine for his 356 (the unfair advantage back in the day) and loads the car on his trailer in minus nine degree weather.

• Hank had had previous experience at Sebring in 1968 and again in 1981 when he was driving Dudley Davis’ 911 in GTU class under 2.5 liters and finished 4th. The pit crew included 32 (How many?!) Nord Sterners, the newest being Phyllis Hanks who later became Phyllis Godfredson. The motor in the 911 ran flawlessly because it was built by Rick Moe. At the finish they were 4th in class that time.

• This time (1994) Hank and his 356 Carrera finished 14th overall and 3rd in his class.

• Bob Fleming writes a page on “Preparing for your first/next Autocross,” mostly a two column list of things to bring. Who hasn’t forgotten stuff when they get to BIR?

• Jerry Person writes “What’s a concourse?” explaining the game we used to play cleaning our cars and judging them for cleanliness and originality. Although the event was tiny compared to the annual All Porsche Show we now have in Roseville, Afton had a charm and there’s no Lurk’s up in the City. Two workshops were held in May on beginning and advanced techniques for preparation.

• Bob Viau has opened his own shop, Auto Edge in Mahtomedi.

• Nord Stern is hosting an event at Blackhawk Farms in Rockton, IL. Registration is $100 for Blackhawk, but only $70 for the June mid-week DE at BIR. The Upper Canada Region DE’s at Mosport have a $200 registration fee.

• The Marketplace lists no less than 10 Porsche vehicles, in addition to a number of parts. Interested buyers can choose from:

  • 1980 SC Targa, 1984 944
  • 1991 944S2 Cabriolet, 1988 924S
  • 1962 356B Coupe #124545, $12,500
  • 1991 911 Carrera 2 Targa, 1988 944 T
  • 1964 356C Coupe #130175, $16,900
  • 1978 928, 1984 944, 1981 911 SC Targa
  • 1964 356 SC #129049 Sunroof Coupe
  • 1983 930 Turbo Factory Slant Nose, $35,000
Editor’s Note: As on the following page, I know some of the drivers pictured here, some I am not sure. Above, Left: Gotta love the signage placement. Barrel fire welcome!

Above: Sonia Fortier, ?

Far Left: ? Peter Vickery, Dick Meintsma, Guy Reeder, ?

Left: ?

In the collage below, I’m not going to even attempt any names!

Send in those names if you recognize yourself or a friend and I’ll publish!

MOSPORT IS THE PLACE TO BE
Upper Canada Region Host at Mosport, a challenging 2.5 mile circuit, located about 60 miles northeast of Toronto. Scheduled are three well-spaced weekends,
June 10/11/12, August 26/27/28 and October 1/2.
PCA Juniors!

Courtesy PCA.org

PCA Juniors is a program for Porsche enthusiasts under age 18.

Participants must be registered by an active PCA member.

What is the PCA Juniors program?

It’s not just the cars . . . and now it’s not just the grown-ups!

With our 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.

(Note: This is not a PCA Membership.)

What will the child receive?

PCA Juniors will receive a welcome package that includes an age-appropriate gift and PCA Juniors ID badge. We look 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!
When it comes to acronyms Porsche is probably the only car company in the world that could compete with the US Army when it comes to their use. We receive emails on an almost daily basis asking us for information/help on one Porsche acronym/system or another. Instead of continuing to answer each email as a one-off we decided to create a post (with the help of Porsche’s technology microsite) that outlines the most common acronyms. Where possible we gave a link for more information and in most cases the link will have a video further explaining Porsche’s technology. We will eventually convert this post to a permanent page, under Porsche resources, so it always available (and update it as necessary). For now, if we missed something or you think we should add an acronym, just let us know by commenting below.

DFI: Direct Fuel Injection

Porsche’s Direct Fuel Injection helps to reduce fuel consumption CO2 emissions without compromising performance. At the heart of the system lies an injector which sits directly on the cylinder head injecting fuel directly into each combustion chamber with the help of a high pressure pump at a pressure of up to 120 bar. This disperses the air/fuel mixture more precisely, increasing the mixing of air and fuel.

Because direct injection reduces cylinder temperature, more air than normal can be compressed into the combustion chambers. This increases the energy density of the mixture and hence leads to fuel saving. It is possible to control the required fuel volume exactly via the duration and pressure of injection.

LSDL: Limited Slip Differential Locking

A mechanically locking rear differential is standard in the 911 all-wheel drive variants and is available as an option for all other 911, Cayman and Boxster models in conjunction with 18 and 19-inch wheels. It further enhances traction at the driven rear axle on uneven roads and when accelerating out of tight bends. This is accomplished by the damping of load-change reactions during fast cornering.

If you’re buying a Porsche and you think you might want to play with on a track, the LSDL option is something you should seriously consider.

MOST: Media Oriented Systems Transport Bus

The data exchanged between the various audio and communications systems is done via the Media Orientated Systems Transport (MOST®) bus. This powerful digital technology uses high-speed fibre optics to ensure absolute consistency during data transfer. An essential prerequisite for advanced audio quality, it links the CD autochanger, BOSE® Surround Sound System amplifiers and PCM telephone module (all optional). The result is a significant improvement in sound reproduction.

PASM: Porsche Active Suspension Management

PASM is an electronic active damping system. It offers continuous adjustment of the damping force on each wheel, based on current road conditions and driving style.

At the press of a button, the driver can choose between two modes. While ‘Normal’ mode provides a blend of performance and comfort, the ‘Sport’ setup mode has a much firmer range of settings. The system responds to changing road conditions and/or driving style by continuously varying the individual damping forces within the parameters defined for the selected setup mode (‘Normal’ or ‘Sport’). Pitch and roll are reduced, whilst contact of each wheel with the road is optimized.

PCM: Porsche Communication Management

As the central control unit for audio, navigation and communications PCM is available as standard equipment on all Turbo models and optionally available for all others.

PCM can be further configured with everything from a TV tuner (in some markets) to Navigation and Bluetooth. If you like your Porsche full of gadgets, this one should not be missed.

PCCB: Porsche Ceramic Composite Brakes

PCCB technology provides unparalleled fade resistance and consistently high friction levels by utilizing specially treated carbon fiber ceramic discs and composite pads in conjunction with six-piston calipers at front and a pair of four piston units at the rear. Other key benefits include the remarkable durability of the pads and discs, and over a 50% weight decrease over conventional metal equivalents.

If you’re looking to reverse the course of the Earth’s rotation when you slam on the brakes, then PCCB is for you. Be warned though, there has been lots of discussion about the good, bad and the ugly when it comes to the PCCB option. They are expensive to maintain and even more so to replace. The general consensus we’ve heard is that if you track the car often and can’t afford the replacement costs, go with the standard/steel brakes. If, however, money isn’t an issue, you don’t want any brake dust or just have to have those eye poppin’ yellow calipers, then by all means, go for it!
If you have a classic Porsche, I get it.
If you have a Porsche historic racecar, I get it.
If you have a 959, a Carrera GT or a 918, I get it.
If you’re into Concours d’Elegance, I get it.
But what I cannot get into my head is why would anyone give up driving their Porsche every chance they get?
You cannot imagine how many Porsche owners tell me that they won’t go to a particular PCA event because they don’t want to put miles on their car. Wow!
Porsches are made to be driven!
With very few exceptions, modern Porsches will not be collectibles. They made too many of them, and they were made by robots, so instead of appreciating they will be depreciating in value. Why not enjoy your depreciation?
Porsches that are driven regularly have less issues than those that are not.
They perform better and leak less.
If you’re worried about damage while on the road, remember it’s just a car. If damaged, it can be repaired or replaced.
You can minimize the risks by not driving close behind dump trucks full of sand and rocks and by having a clear bra installed on the front nose and sideview mirrors. This is a clear (5 - 20 MIL) transparent film, the width of the car, that is applied professionally right over the painted surfaces to protect them from chips.

By Pedro Bonilla,
Pedrosgarage.com,
Published January 2016
issue of "Die Porsche Kassette"
and scratches. On most car colors it is almost completely invisible. On white colored cars it tends to show a bit of yellowing with time but it can be removed and replaced without any damage to the paint at a later time.

Also remember that garage queens tend to have higher water pump and IMS failure rates than daily or regular drivers. This is because regularly driven cars maintain seals and bearings in much better condition than those that allow those parts to become completely dry.

Because of the way Porsches are manufactured these days, I can tell you that these are not like the cars of old which would rust when it got cloudy!

Newer Porsches have galvanized-coated body and body parts prior to painting, so they are pretty much immune to rust.

I have seen a bunch of northern cars that get driven regularly on salted roads and perform very well. You just need to keep the salt off the undercarriage parts by washing often during winter.

And when you drive them you get the (s)miles.

This is how many (s)miles I’ve put on my ’98 as of the writing of this article: 265,531.

My Internet friends say I now have permigrin!

Now that the ‘Snow Season’ is actually past . . . A Bit of Fun can be Appreciated

photo and commentary by Lloyd Vasilakes

Found . . . A good use for expired helmets!

Works great, especially when blowing snow into the wind. I’m sure those of you on the beach are jealous!
PCA’s Zone 10 Directory
Regional Clubs
Central Iowa: http://cia.pca.org/
Ozark Lakes: www.pca.vintageeuro.com
Dakotas: www.dakotapca.org
Red River: www.RedRiverPCA.org
Great Plains: www.gprpca.com/
Schönesland: www.schonesland.org
Kansas City: www.kcrpca.org
St. Louis: www.stlpca.org
Nord Stern: www.nordstern.org
Wichita: www.wic.pca.org

One Stop “Shopping’
Nord Stern’s Website will have up to date information on event scheduling, locations, activities, dates and times as well as contact info.
Questions, email editor@nordstern.org

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It seemed like a good idea when Phyllis, my wife and keeper of the thermometer, first mentioned it to me. Our two trips to the Bahamas back in ’89 and ’91, for the SVRA Races (Grand Bahamas Vintage Grand Prix), were really pleasant winter-time experiences, in spite of the long drives on winter roads. So, with our January temps reaching record lows, a trip south sounded real interesting.

Porsche Club of America’s Club Racing was having it’s first 1994 season race at Sebring, Florida, February 12 & 13th. What a perfect time to get away from our Minnesnowta cold temps, maybe kick back on the beach for a couple of days . . . Catch some ‘rays’ . . . and trade our frost bites for sun burns. Yaaaa! Lets Go Racing!

Last summer, I recall, I had spoken with old friend and Ice Racing junkie/Vintage Racing record holder (now you know why he is always at the track carrying phonograph records) /farmer/car collector/ and tractor collector Bob Youngdahl. Bob had said that he and lovely wife, Nancy (also an Ice Racer) had a place in Florida. Now, I thought I would call Bob, to see if we could ‘abandon’ our race car & trailer in his driveway, while we headed for the beach.

Called Bob, he wasn’t in, but returned my call shortly from, guess where? Florida. Turns out he’s down there, rubbing on his Elva . . . Going to make another Vintage Racer! And in response to my request to says “Come on down!”

All the necessary arrangements were made . . . Sending in entry fees, filling out forms, Making reservations, calling my sister in Orlando (she has a pool!), call Vernon at Carrera Sports in Tallahassee (he has my 4 Cam engine for final assembly!), pack the tools and tires and traveling treats. The day before we leave, we shovel the snow drift off the trailer and load the car on in 9 degrees below zero (at noon!). During the loading, I had to go in for another pair of gloves just to keep my finger tips warm . . . now I know why I quit ice racing!

Two days later we shed our long underwear and slipped on our shorts at my sister’s home in Orlando. Two days and several hugs later we leave for “the beach” and Youngdauls. What a great place they have on the Gulf in Siesta Key! Miles of beach and surf, beautiful sunsets and tropical plants! It’s nice we never want to leave, and stay to enjoy Nancy’s wonderful hospitality (meanwhile, Bob is back in Minneapolis, working). We move the Elva out in the 85 degree sunshine . . . looks good, Bob! Also to be found in the Youngdahl garage is a Mini Moke, which we take out for a tour of the key. Perfect vehicle for the tropics! No doors, no top just 4 wheels, sunshine and air!

Now its time for Sebring! We hook up the Porsche & trailer and start driving to the center of Florida. I remember the first time that I went to Sebring. It was in 1968. The Porsche factory was racing the 908’s . . . The Howet Turbine was there. John Wyer had entered the GT 40 Fords. Friend and PCAer Fred Baker was racing a factory prepared 911. Fred finished 1st.

The next time that I visited Sebring was in 1981. Only this time I was a driver! It turned out to be quite a Minnesota/Nord Stern event. The car was a Porsche 911 to be run in GTU (Grand Touring under 2.5 liters). Owned by Dudley Davis and driven by Dudley Davis, Charley Lloyd and Hank Godfredson in the 12 Hr. event. I think we had a record number for our pit crew: 32 Nord Sterners! . . . The newest one was Phyllis Hanks who later became Phyllis Godfredson. Our chief timing and scoring person was Pat Lehman, now president of SCCA Land-O-Lakes. Oh, by the way, we finished 4th in class. The motor in the 911, which ran flawlessly for the whole 12 hours, was built by Rick Moe of Nurburgring and the paint scheme was by Specialty Coachworks.

Now its 1994. “They” changed the track some. “They” added a bridge, etc. I was excited. I couldn’t wait! We drove into register and the same old trailer was there when I registered in 1981, John Bishop was personally handling the registration. This time it was John Rolins, I’ve sold some GT Racing parts to him. Nice to match a face with the voice. Phyllis and I headed for our old pits from IMSA . . . way down on the end. It was hot &
The next day we were at the track bright and early. We talked with many old friends and made new ones. We met people from companies like Club Sport, Foreign Affairs and Auto Associates . . . All customers of GT Racing. Bob & Nancy and my nephew, John, (from Orlando) came to help us in the pits. Then it was all over. Time to pack up and go home to Minnesota. I finished about 14th overall and 3rd in the 356 cars. A great Race, a great track and a great winter vacation!
Buying a used car can be a great experience or a complete nightmare, depending on what you know when you sign on the bottom line or hand over your hard-earned cash to the seller. While most used car establishments are reputable, there are still some that will be happy to sell you a little less car than you bargain for. As a matter of fact, some dealers and individual sellers simply don’t know the history or the problems with a car when they offer it to you.

Check these ten important things before you agree to buy a used car.

tips for buying a used car

1. The Oil Dipstick
You can tell a lot about an engine and a car owner from the dipstick. Pull it out, wipe it off and put it back, then carefully pull it again. Note the oil level. If it is overfull there may be gas in the oil which is a bad sign. Low, but not below the bottom line on the stick is actually OK. Lower than that is a problem. White foam on the dipstick is a sign of water or coolant in the oil. Run away. Now here is the tricky one. If the oil is pure, clear amber then it has just been changed. If that is the dealer policy on every car then you’re ok. If your car is the only one on the lot with crystal clean oil then something was wrong when it arrived and they had to freshen the oil. If, on the other hand, the oil smells nasty and burnt, it has probably been in there way too long. You want to see a good level, oil that is used but not burned up and does not have white or brownish foam in it.

2. Smooth Paint
Drag your fingers along door jambs, around the windshield and the trunk opening. Factory paint is smooth. Body shop paint will be a little rough. Look for paint lines, especially at the edges of body panels or paint on the trim. Robots at the factory paint around the body panel before the trim goes on. A body shop paints from one direction, leaving a line at the edge and overspray on the trim. Look for broken glass in the carpets, especially under the seats where they forget to vacuum. Also, look for body color and shine that doesn’t match up on the same or adjacent panels. All of these are signs that your car has been in a wreck. Move on.

3. History Report
Vehicle history reports aren’t perfect but they are better than flying completely blind. CARFAX, Kelley Blue Book, and others offer history reports that include accidents, insurance claims, ownership chronology, and even some service history.

4. Little Burn Holes
Most people are aware of what a cigarette burn looks like in a seat or carpet, but if you see little round holes the size of a pen tip then someone has been smoking marijuana (remember, this article comes from Colorado!) inside the car. While this is not, in and of itself a deal killer, the car could have been involved in something nefarious or spent its life at a rental car agency being abused. Signs of smoking anything in the car is a good reason to look elsewhere.

5. Glovebox Provenance
You cannot imagine how many car owners and dealers leave historical paperwork in the glovebox. You may find old rental agreements, evidence of major body or mechanical work, insurance claim paperwork, service history and more. All of this can give you clues as to where the car has been and how it was taken care of.

6. The Tires
Like the oil dipstick, the tires have a lot to tell. Uneven wear indicates long miles without tire rotation or a bad wheel alignment. Low pressure or sagging sidewalls are signs of a leak. Cracking in the sidewalls means dry rot, which also means the tires have probably been sitting for a long time. Bald tires tell you the previous owner didn’t care about safety or maintenance and, if you are on a dealer lot, it tells you they don’t care much either. Every dealer should want you to drive out on safe tires.

7. AirBags
Airbags are a one-shot deal and have to be replaced if deployed. Most airbags rip through plastic or cloth trim to save your life. Look for ill-fitting trim, steering wheel center covers, dash covers and other airbag areas like the sides of seats and over the doors. Anything out of place is probably a sign that the car has been whacked and the airbags had to be replaced. You may want to think twice about a purchase.

8. Back Seat Wear
If the back seat is stained or worn then usually there were kids back there. Now, there is nothing wrong
with kids, in fact, you may want to consider foregoing a clean back seat and buy solid proof of a family-owned vehicle. People with children tend to drive more cautiously, avoid accidents and take precautions against breakdowns. Sure, you may find an errant Cheerio or two under the seat cushion, but it is easier to clean a car than to fix it. One note: if you smell spoiled milk in the car it will never, ever go away. Never. Leave the car on the lot.

9. Smooth Engine Operation
The engine should start, run and stop with no odd noises or fanfare. Likewise, the transmission should shift smoothly and positively and not lurch, hesitate or slip. Be honest with yourself. If you feel the car doesn’t run right it probably doesn’t. Trust your instincts and find a better choice.

10. Dash Lights
There are many dash lights and warning messages that let you know something is wrong or been neglected by the previous owner of the car. You may be tempted to take a chance on a ride that seems to run and drive fine but a check engine light, anti-lock brake light or other warnings on the dash. Chances are, the previous owner got an estimate to fix whatever tripped that light, freaked out over the cost and got rid of the car. Don’t become the next freaked out owner.

We can’t say this enough. Follow these tips and trust your gut. If a car has telltale signs of problems or doesn’t make you feel confident, walk away. There are millions of used cars to choose from and you can find them from the local used car lot, the newspaper, on the internet and a hundred other places. Don’t ever be afraid to walk away from the wrong car to get to the right one.

Photos, Right by David Billingsley: The 2006 Porsche Cayman S which was purchased 4 years ago and is my daily driver . . . well, when the snow isn’t flying here in Minnesota. Nearly every weekend you can find me ‘road testing’ the windiest roads I can find in the back-forty of the upper Midwest or getting my adrenalin fix on the local tracks during DE days. Even though it is not a Garage queen, when you see it at Cars & Coffee, most would bet it was. I am convinced, the Engineers at Porsche developed this car just for me!

(Editor's Note: Let's see some of member cars - send me your photos and I’ll publish them!)
Autocross
Opportunities!

by Andy Golfs, updated from April 2017

If you are married and live in Minnesota you already know that your entire summer is already over, booked with warm weather activities your wife or husband have been planning since New Year’s Day. But unlike all of those resolutions that you have since forgotten, those summer weekend dates are cast in stone and are not going to be cancelled or moved. You have been looking forward to these events all winter long if they involved driving your favorite summer car.

Unfortunately, there just isn’t enough summer to fit everything in, which brings me to the current scheduling conflict of this upcoming summer.

Nord Stern has been working to give members more inexpensive opportunities to drive their cars in a safe and controlled venue while testing the limits of their car’s ability, as well as their own. To this end we have posted the Minnesota Autosports Club (MAC) schedule for Autocross events statewide (published in the newsletter).

Nord Stern is again jointly sponsoring a couple events: July 15 and September 9 at Dakota County Technical College. There also is one more Novice event June 2/3. Contact Andy for further information!

Remember, if you are the kind of person that goes out to the garage in the middle of winter and pulls off the dust cover just to look at your car when no one is around, rest assured you’re not alone. We are trying to give you as many opportunities to look at it as well as drive the wheels off it, without the fear of a ticket! Make sure you get the date on your summer schedule so you have a fighting chance at getting to as many Nord Stern events as you can. Really, how many weddings and family reunions can you handle?!!

2018 BIR / RA Track Schedule

- Club Race AND Driver Education: July 27-29 at Brainerd International Raceway
- Driver Training Last Fling: October 5 at Brainerd International Raceway
- Driver Education Last Fling: October 6-7 at Brainerd International Raceway

RALLEYE DE VALLEYE

formerly THE WALLEYE 1000

“A FUN 2-DAY DRIVING EVENT” JULY 7-8, 2018

- Join us as we drive our vintage wheels along the winding backroads of Eastern Minnesota and Western Wisconsin, starting from the Twin Cities, south to La Crosse WI and returning the next day.
- Select your overnight accommodations from a reserved block of rooms at the Radisson La Crosse and park your vehicle overnight on-site. Or, there is free, covered, non-secure parking one block away.
- Dine with the group Saturday evening in La Crosse and Sunday evening back in the Twin Cities area.
- Conspire with your co-pilot to answer the Observation questions provided for the route. The most correct answers will be rewarded with bragging rights and prizes of questionable value.
- Think of it as a rolling car show but not a race. Stopwatches not required! Just a bunch of like-minded motor enthusiasts driving vintage cars on cool winding roads with scenic vistas.
- Group size limited to 30 vehicles, 1997 and older. Open to all marques. Sign up early as past editions have filled out. Event will be held rain or shine.
- Participant Entry Fee: $59 per car with driver and co-pilot. Fee includes: Saturday driver’s kickoff meeting w/lite refreshments, route book with turn-by-turn directions and odometer points, color coded route maps, observation questions, Ralleye de Valleye window stickers and contact info for local repair/towing services. Accommodation and meal costs at your expense.
- Send an email to velovia@velodevia.com to receive a participant entry form.
- Questions? Contact: Mark Sabbann, Ralleye Director 651-324-0819
# TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2018

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>SPONSOR</th>
<th>LOCATION</th>
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<tr>
<td>May 20th</td>
<td>PRACTICE AUTOCROSS #1</td>
<td>MAC</td>
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<tr>
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<td>DUNWOODY</td>
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<td>June 3rd</td>
<td>NOVICE DRIVER’S SCHOOLS #2</td>
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<td>June 9th</td>
<td>AUTOCROSS MOWOG #3</td>
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<td>AUTOCROSS</td>
<td>CVSSC</td>
<td>CLAIREMONT LOT, EAU CLAIRE</td>
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<td>AUTOCROSS - MOWOG #7</td>
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<td>AUTOCROSS - MOWOG #8</td>
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<td>CANTERBURY PARK</td>
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<td>Oct 20th</td>
<td>AUTOCROSS - MOWOG #9</td>
<td>MAC</td>
<td>CANTERBURY PARK</td>
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@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS

Check the Met Council Website @ met-council.org for updates.

SCCA Track Nights @ DCTC: MAY 15; JUNE 6; JULY 10, AUG 3”

PCA Driver Education at BIR: APRIL 27-29; JULY 27-29; OCTOBER 5-7

SCM Practice Days/Lapping at BIR: JUNE 11 & SEPTEMBER 17

SCM Car Shows - “Plastic Fantastic”: MAY 20; “Cars Under the Stars”, VILLAGE CHEVROLET: AUG 11”

SCCA Racing Events @ BIR:

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

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

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

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

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

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-308-6913 “

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

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

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN”

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

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI”

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN”

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

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN”
Question: Ignition on the Left??

Answers - of which there were many!

I’ve always heard that the Porsche ignition was on the left for the running starts at Le Mans. Being a member of the PCA family it’s folklore I proudly embraced, not giving it much thought, until last night. (The fact that this would save a few seconds in a 24 hour race is another question entirely!)

But then, around 2 a.m. (don’t ask!) it occurred to me - wouldn’t the cars be held in 1st gear (assume no emergency brake)? Therefore, the driver would jump in the car, depress the clutch pedal, start the car and go - without touching the shift lever. The ignition on either side works for this scenario. What am I missing? P.S. In my world, I believe they should bring back the running starts. Driver and one crew member both run across the track, taking time to hook, plug, strap in. It could happen.

– Jim Destiche

This is the standard story but I also read of another reason that made more sense to me and would possibly make sense at Le Mans as well. Early cars had a manual choke that required your other hand. I kinda’ like that theory as I remember having a car with one (an old VW IIRC). Just trying to feed the fire.

– Jon Beatty

When I was at the Porsche factory in Stuttgart the question came up. They told us that the original reason was the location took less wire and thus less weight. They have then carried it through as tradition.

– Steve Flaten

This was a discussion point on both Rennlist and 6speedonline, of course everyone references the official Porsche story from their website: The answer is actually really cool, and brings Porsche’s racing heritage into play:

In the early racing days of Porsche, a traditional way to start many races was the “Le Mans start.” When the signal was given, the drivers would all race across the racetrack, get in their cars, and take off. The race was on! Porsche wanted to give an edge to their drivers, so they installed the key opposite the shift lever. That way when the drivers got into their car they could twist the key and get into gear faster, thus possibly gaining precious seconds of advantage over the other drivers. This practice is still carried on in tradition with each Porsche offered right now.

My thought: it is so when you get in a non-Porsche (say a rental car), you are immediately reminded that you own a Porsche!

– Eric Axelson

When we went through the factory, our tour guide asked the question (probably part of the standard tour). My wife Carol actually answered with the “running start” response and was congratulated on knowing the answer. Of course, the less wire and less weight could easily be correct, and the running start story just sounds better and carries with it more romance and tradition for the tour groups.

– Roger Grimm

First Porsche I ever test drove the dealer rep was watching me to see if I knew where the key went! A test of the true Porsche fan!

– Will Sigsbee
1st Annual South Shore Fall Color Tour - September 28-30, 2018

Come enjoy the fall colors as we motor along the South Shore of Lake Superior en-route to Bayfield WI and Madeline Island.

We’ll drive WI Hwy 13, with wonderful twists and turns along with great views of the lake.

Fall Color Tour HQ– Pier B Resort Hotel in Duluth MN.

Gather Friday evening harbor side for the Welcome Party. The party will be located next to our Porsche Corral (parking).

Pier B (picture above!) is the ideal spot to host our event. The resort offers a number of amenities including a pool, hot tub, fitness room, fire pits, bikes, paddleboards, kayaks and a boat launch and 21 slip marina.

Details: Book now at Pier B resort

40 Rooms available Friday 9/28 and Saturday 9/29. If you want to arrive Thursday 9/27, we have 10 rooms available. 218-481-8888 - USE PROMO CODE: 44323. If you are planning on dining at Silos/Pier B Saturday night, make your reservations when you book, www.pierbresort.com.

Costs

Rooms: Classic View Rooms - $199/night + taxes & resort fees

Harbor View Rooms- $229/night + taxes & resort fees

Welcome party: Appetizers & Cash bar; approx. $25/couple.

Ferry: $24 RT/car + $13 RT/per person. One P-car and 2 passengers=$50 RT

Lunch:

Estimate $18-20/PP but TBD at this point.
The meeting was called to order at 7 p.m.

President – Lara Dant
• Welcome members Dick Letsche, Jane Roberts, Scott Morse and Jeff Carlson

Vice President – Open position
• Roger Johnson has agreed to be our VP this year. Thank you Roger!

Treasurer – Jeff Bluhm
• Via email, finances are good

Advertising – Lara Dant
• Will email late advertisers reminding them to pay for 2018. Will remind them about the All Porsche Show and opportunities to advertise/ have a booth.

All Porsche Show – Phil Saari and Mark Koegler
• There will be no swap meet this year. The park is all done with construction! Phil will update the ad and the flyer, Christie and Betsey will update website, Club Talk, newsletter and social media. Phil will attend the many Nord Stern socials, Cars and Coffee, Cars and Caves, Maplewood Auto Fair, Intermarque Auto Show, Porsche of St Paul grand opening, etc. Dave will set up on-line registration

Autocross – Andy Golfis
• We should ramp up advertising for July event

Board of Directors
• Ryan ordered the radios for driving tours and other events

Charity – Mark Kriesch
• All months for the 2019 calendar have been sold! We raised $5,800 from selling the calendar months. Raffle drawing:
  ➤ 1st place December photo – Byron Jackson
  ➤ 2nd place Theresa’s car – Chris Pickar
  ➤ 3rd $100 Amazon gift card – David Kearn
  ➤ 4th place 2019 calendar – Todd Aldrich

Club Race – Dave Sorenson
• Via email, we need volunteers! Dave bought an example of a nice shirt he got from a Sebring event. BOD will look into it. Also a keychain with a thumbdrive.

Driver Education – Open position
Steve will take care of First Fling. Bruce Boeder will take over the DE Chair position. Thanks Bruce!

What is our snow contingency plan? Insurance is in place

DE Registrar – Dave Anderson
• Registrations for First Fling are slow, weather watchers are watching the weather. We will ramp up calls to register on Club Talk and social media.

Driver’s Training – Jim Bahner
• So far we have enough instructors for First Fling

Fall Color Tour – Jim Holton
• No report

Historic Archivist – Kim Fritze
• No update

Insurance – Dan Perinovic
• PCA sent new rules about events. We already follow all of them. All people on the grounds need to sign the waiver. Minors and parent/guardian need to sign the minor waiver. PCA really wants all forms to be submitted online. Impartial observers, Incident reports, Event reports, PCA also wants us to print waivers form the website

Membership – Ed Vazquez
• Renewals are rolling in, we sent out an email to all PCA non-Nord Stern members. 150 paid on PayPal, 35 new members. Trying to find out why we can’t have our membership materials at the dealerships. Neither Nord Stern or PCA materials are allowed. We had to cancel the Auto Edge New Member Social due to snow. Will maybe try to hold one in late summer prior to Final Fling. Ed and his tent will be attending a lot of car events this year. (Editor says ’Thank you, Ed!’)

Met Council – Bob Kosky
• No report
Newsletter – Christie Boeder

• No report

Octoberfest – Paul Bergquist, Mercedes Benz Club

• No report, please note we are supporting AutoLieben German Marque Car show not scheduled at Afton Alps grounds on August 5, 2018. The organizer will be working on moving the event up to GrandView Lodge in Nisswa to coincide with our Club Race weekend.

Rally and Drives – Open position

• N/A

Safety – Paul Ingebrigtsen

• We have a new co-chair, Chuck Porter. Will be at First Fling.

Social Media – Betsey Porter

• Created an Instagram page, Nord Stern PCA. Will heavily promote our events.

Shop and Tech relations – Roger Johnson

• US Bank Stadium event on June 2nd
• 3M – trying to schedule another one maybe around ceramic coatings.
• Also thinking of Jen at Imola or Rick Moe.

Touring – Randy Walker

• No report

Track Relations – Jim Bahner

• Jim has suggested that BIR start plowing the track.

Webmaster – Dave Anderson/Christie Boeder

• Christie and Dave are working on the new website!!

Old business

• Nord Stern 60th Anniversary logo contest.
• Lara will send out an eblast

Tech Tips . . .

Have you ever had the Check Engine Light (CEL) come on in your car? If it has, it’s actually the MIL (Malfunction Indicator Lamp) which lets you know that there’s a problem with the engine’s management system.

What the CEL should mean to you is: If you see the CEL / MIL on, continuously, it’s telling you that the system found a malfunction in its monitoring. You should have the error code(s) read as soon as possible and perform corrective services.

The OBD-II is capable of generating two different types of diagnostic codes: “Generic” codes that are the same for all makes and models of vehicles (required by law) and “OEM” codes that are unique to specific vehicle manufacturers.

The OEM codes cover non-emission related failures such as ABS, HVAC, Airbag, Electrical, etc. The generic codes can be can be read using a basic code reader or scan tool that is OBD-II compliant and usually cost less than $100 at any auto parts store. More and more car enthusiasts are adding an OBD-II code reader to their tool case to help them diagnose simple failures.

If you see the CEL / MIL flashing it’s telling you that the engine is misfiring and damage to the engine is possible if it keeps running. Shut it off and contact a qualified tech or have it flatbedded to a shop / dealership.

— Published in the December 2010 issue of “Die Porsche Kassette”

New Business

• The PCA Juniors program packages are arriving, kids are getting badges, sunglasses and tote bags. Lara will send out another eblast.

Meeting adjourned 8:04 p.m.
Respectfully submitted,
Betsey Porter, Secretary

by Pedro P Bonilla PCA GCS
nurburgring, inc.
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 40 years ago. For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc. Of recent, I have accepted an opportunity to continue my career in a new direction. I will be a curator for a private Porsche collection.

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

Rick Moe
nurburgring, inc.
dasring.com
Sunday June 24
10 a.m. - 1 p.m.
Roseville’s Central Park
225 Dale St. North, Roseville
(a featured event, Roseville’s Summer Rosefest)

[Source: Porsche Technology Glossary]

Featuring: Long Hoods!

20th Anniversary of the 964!
911s & 912s, 1965-1973

CAR SHOW
• All years/models invited and encouraged to display

VENDOR DISPLAY
• All Nord Stern advertisers invited to display, contact organizers

CARS FOR SALE
• Display your car for sale (Porsche Only)

Suggested Donation*

Car Show Entries: $20
Nord Stern Vendors: $20
Cars for Sale: $20

*All donations will benefit designated non-profit

Mark Koegler and Phil Saari, Co-Chairs

Largest Display of Porsche cars in the Upper Midwest, bar none!
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 10th of the month prior to publication date: editor@nordstern.org.

Silver 2008 Cayman S

Prepared for Club Racing H Class or use in DE. Built and serviced by Auto Edge. Purchased in June of 2009 with 8,537 original miles. Currently has less than 15,000 miles. Auto Edge converted it to a Class H club race car in July of 2009. Full build sheet available. Comes with 2 sets of track wheels and most of the original stock parts. Asking $46,000. Contact Scott Anderst at 651.261.0831 or email: scott.anderst@gmail.com

1992 698 Race Car For Sale

Prepared for Club Racing E Class or for DE. Logbook, serviced by Auto Edge, many service records available. Many upgrades and new parts. Full build sheet available. Comes with 3 sets of wheels. Ready to race or DE. Paint could use some attention. $24K or B/O. Can store until spring/First Fling. Runs 1.53's at BIR. Call Paul Ingebrigtsen at 651.503.5403 with any questions or e-mail: pingebriptsen@hotmail.com

For sale

Spare parts catalogue 911 911s sections 8 body, 9 elect., o acess. repair sets only 1966 to 69.$180. 912 brake calipers for rebuilding right rear, front left, right, small steel, $20 each. Gary Greiner, Superior Wi, 218.348.1849or gtgreiner@gmail.com.

Bridgestone Blizzak LM-60 Tires

Front 225/40 R18 88H, Rear 265,35 R18XL 97H. BBS CH-R11 Wheels – Gloss Black w/silver ring: Front 18 x 8 50mm, Rear 18x10 65mm. Newly refurbished wheels, tires used one winter. Excellent Condition, Traded in my 996 for a 997. Would like $800 reasonable offers will be considered. Gary Fahlgaryfahl@msn.com or 320.368.0583.

18” Porsche Cayenne S wheels

Set of four, with winter Pirelli Scorpion ice and snow tires, used one season, size 255/55 18”. The wheels have Porsche emblem center crest. $1,500. Call George 651-402-5654.

Cayman GTB1 For Sale

$90,000, Built and Campaigned by Auto Edge. Chassis started life as a 2008 Cayman Base and was converted to 2010 Cayman S specs: MA1 3.4L DFI engine, 6 speed manual, OS Giken LSD, All Electrical Components. Remote canister Coil-Over Struts, fully solid and adjustable control arms and sway bars, wheel stud conversion, 6 piston front brake calipers and 4 piston rears, Engine replaced this season with used 9,600miles 2012 3.4L DFI, Full race exhaust, Auto Edge Air intake, and custom ECU tune, 3rd radiator with top vent, lightweight flywheel, A/C delete, Full Roll cage, Side windows and locks retained, Cayman Interseries front splitter and rear wing, Data logger w/ 2 camera system, Cool shirt, Wired for driver com radio, and much more. Comes with 2 sets of Forgeline ZX3R wheels. More photos or information available upon request: Bob Viau Jr 651.777-6924, AutoEdge@AutoEdgeMN.com

1990 944S2 Race Car

Auto Edge engine rebuild ($16,700), Limited slip differential, No expense spared, Fiberglass front bumper cover with integrated brake cooling ducts; four quick release screws for easy on/off , Large oil cooler, Gutted bumper struts, Adjustable camber plates, 928S4 brake upgrade front, 993 rear brakes, Koni 2012 double adjustable coil over suspension, 750# front 700# rear springs, 968 M030 sway Bars, Polybronze suspension bushings, Racers Edge front A-arms, Header and turbo exhaust upgrade, Custom welded roll cage (Auto Edge), Longer rear lugs. Stripped, clean, safe interior, Electrical cutoff switch, Wired for cool suit, Sparco evo L (tall) seat, Sparco steering wheel with quick release, Lexan windshield, Lexan rear hatch and fiberglass rear wing, Fiberglass rear bumper, BBS RE wheel (8.5 and 10” by 18”) 2 sets, “Best Prepared” award Hastings club race 6/2012, Safe, fast, fun car. $19,500, Contact Bob Viau Or Dan Balthazor 651.777.6924.

Vintage Porsche Publication collections for Sale

Former 3-car, Porsche owner/collector and Nord Sterner collection from the years from 1983-1998. Sales are by lot only. Grouped by publication, a collection of miscellaneous magazines (all featuring Porsches are a single lot). See totals below each publication group list. Most in excellent condition. Cash only. For detailed lists, contact steve@designguys.com.

Porsche Christophorus (most in original mailer), 1985 -1998: 71 total x $3 = $213
Nord Stern Newsletters, 1983 – 1994, 128 total x $.50@ = $64 Excellence (formerly Porsche), 1987 – 1995, 55 total x $2@ = $110
356 Registry Magazine, 1985 – 1996, plus Index to The Registry Vol 6-10, 49 Total issues x $2@ = $98
356 Registry Magazine Calendars, 1988 – 1993, 6 total calendars $12
VW & Porsche (later European Car), 1983 – 1992, 46 total x $1@ = $46

36
Improving people’s lives one Porsche at a time.

Truth is, with support from partners such as Michelin, BBS, & JRZ Suspension, we’re on a mission to deliver our clients & their Porsches only the best components and service.

311RS, LLC. | Orono, MN | (612) 547-9311 | www.311RS.com

Drum Roll, Please!

2018 Nord Stern Charity Calendar Raffle Winners Announced . . .

PCA Spotlight: What you need to know about Porsche Classic’s Radio

Perhaps you’ve been waiting for Porsche Classic’s radio for months, since its European release in February, and wondered why you can’t buy one here in North America just yet. Porsche Classic Product Manager Bucky Melvin spoke with us on camera at PCA’s Tech Tactics West in November and told us what we’ve been waiting to hear:

So what will customers get when they buy one? A classic-looking radio with thoroughly modern amenities that fits seamlessly in all Porsches up to the 993-generation 911, excluding the 356 and the 986-gen Boxster. Bluetooth, GPS, iPod and USB docks, navigation — it’s all there. Check it out here: https://www.youtube.com/watch?v=J5PgLv86QvQ&feature=youtu.be

Grand Prize
- Month of December in the 2019 Charity Calendar – Winner: Byron Jackson

Runner up
- One day rental of Teresa’s 911, Courtesy Morrie’s Heritage Car Connection – Winner: Christopher M Pickar

Third Prize
- $100 Amazon Gift Card – Winner: David Kearn

Fourth Prize
- Copy of the 2019 Charity Calendar – Winner: Todd Aldrich

Congratulations to our winners! And thanks to everyone who bought a raffle ticket. Great prizes (and thanks to Nord Stern for offering a couple of additional prizes!) and for a great cause. AND, when the calendars become available later this fall watch for your opportunity to purchase a personal copy as proceeds will continue to be donated to the Boys and Girls Club.

Nord Stern May 2018
DOWNTOWN
OSSEO, MN
InterMarque™
10AM - 3PM
RAIN OR SHINE

SPRING KICK-OFF
26TH ANNUAL VINTAGE FOREIGN CAR SHOW

FEATURED MARQUE | MG T-SERIES

MAY 12
2018

AWARD PRESENTATION AT 1PM*
CRAFT SHOW
+ AFTERNOON RALLY
HOSTED BY THE TWIN CITY RALLY CLUB!

THANKS TO OUR CLUB SPONSORS!
Lotus Owners Oftha North (LOON) • Jaguar Club of MN • Citroën Club of MN
Alfa Romeo Owners Club, Stella del Nord Chapter • MN Austin-Healey Club
Mercedes-Benz Club of America-MN MB Section • Metropolitan MG Club of MN
MN United Minis (MUM) • MN MG Group • MN MG T Register • MN Triumphs
Vintage Sports Car Racing (VSCR) • North Coast Borgward Club

This is a FREE* event open to 1998 OR OLDER, FOREIGN motorcars, motorcycles,
scooters, and racers. FIRST COME FIRST PARKED. Placement starts at 9 am. Parking staff
will be on hand to direct arrivals. Groups wishing to park together MUST ARRIVE EN-MASSE.
*Please bring a non-perishable food item to donate. Visit InterMarque.org for a map + updates.

*Girl Scouts Traveling Europe (GSTE) will be handling the
sitting to help raise funds for
their trip to Europe.

SPECIAL THANKS TO THE CITY OF OSSEO!
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