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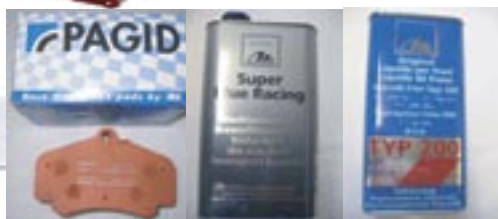


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From the Editor. . . Checking the NS calendar!

Christie Boeder

The year is off to a flying start. Lots of events scheduled with a number of them having already occurred. This past weekend was the 'Spring Tour' organized by The Lancials and Sarah DeLong. Watch the July issue for more commentary and follow up photos while this issue features pictures from the first Driver Ed event up at Brainerd. Fabulous weekend, fabulous photos.

Just a quick comment about our scheduling of activities, the calendar (see page 20-21) and the publicity pieces you will find in the newsletter. It is really, really crucial that you, as a member, take note of the calendar running in the middle of each and every newsletter as that calendar is essentially 95% complete and accurate (with some minor details TBA) with listings of activities for the WHOLE year. It appears in January and by March of each year, it's pretty full. I received a call on Friday, May 12th from a member indicating his 'slight disappointment' that his newsletter had just arrived and the info on the Spring Tour had caught his eye - he would have liked to have attended but indicated he would have needed more notice.

I want to take this opportunity to point out in this case the notice about the event had run in both the March and April issues as well as in the main calendar. Each month's issue is *rarely* in

your mailbox the first of the month - bulk mailing is the reality and that reality can mean anywhere from two days to two weeks for delivery once the mailer sends them out. The dealerships receive their copies right about the first, I have my extra copies about the same time (aren't I lucky!). We never rely on that month's issue to publicize an event.

That is why we try very hard to make sure those of you organizing events get information to me 2 and even 3 months in advance (and often it's much more than that). Everyone's calendars do get busy and the more notice we have, the more likely members can attend. We don't want anyone to feel they are missing out on the fun. And if you have online access, the newsletters are uploaded by the 25th of each month for next month's issue.

So, do check out that calendar and if you have ANY questions, please call! Or better yet, sign up for ClubTalk emails - that really keeps you 'in the know!'

Driving his car, 'Ole Yeller #21 is Joel Pfister at Nord Stern's First Fling DE this April. It was a fabulous weekend and by the grin on his face, Joel certainly agreed. Joel has not driven much the past couple of years and he certainly picked a wonderful event to get behind the wheel. As the editor will attest, the weather was just about perfect, the cars were out in droves, new faces and 'old faces' definitely sported much excitement and cheer after a long winter. It truly was a wonderful event and thanks go to all the organizers and participants!

Photo by Mike Jekot.



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Welcome . . . New Members

(and returning members!)
We hope to see you
at upcoming events!



*Check here next
month for new
member listings . . .*

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).

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.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

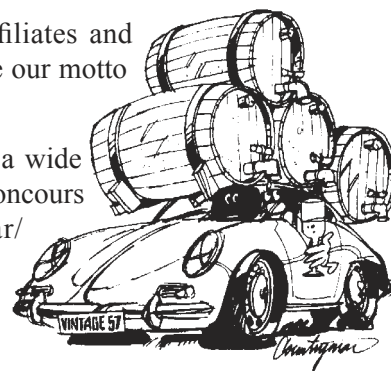
Time Trials: On course timed lap with controlled starts and exiting.

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! See our motto on page 1!

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 Rick LaVerdiere

The Nord Stern Driver Training and Spring Fling Driver Education Event was a spectacular success. Twenty-three novice students and seven advanced students had the opportunity for one-on-one instruction at BIR. The success of the Driver Training Event was easily measured by the broad smiles from the students and instructors when certificates were handed out and the social hour began. A very special thank you to Jon Beatty and a large group of instructors for an excellent driver training program. I had the pleasure of instructing Richard Magel and we had a great day together in his 996 Porsche. I was thrilled to see him and many of the novice drivers stay for the Driver Education weekend which proved to be two amazing sunny and warm track days. Thank you to the Event Masters Bret Bailey and Jim Leslie for a well organized event and for the exceptional weather. A special thank you to our Safety Chairs, Bob Barker and Jim Bahner for insuring a safe and fun weekend.

In an earlier column, I had announced my intention to have the Nord Stern 50th Anniversary committee in place before the end of my term this year. The first step was to create and fill the position of Club Historian. To date, documents that relate to the history of Nord Stern are contained in five storage boxes that move from the outgoing President's house to the incoming President's house annually. I am happy to report that Keith and Kim Fritze

have accepted the position of Nord Stern's Club Historian(s) and will begin to inventory and maintain what has been a traveling treasure trove of documents. It is my hope that they along with our award winning newsletter editor, Christie Boeder, will be able to publish historical accounts of our club in the year leading up to our 50th Anniversary Celebration. I am also pleased to announce that past President, Teresa Vickery has agreed to serve as an Honorary Chair for the 50th Anniversary Committee. Anyone who knows Theresa will attest to her enthusiasm and love for Nord Stern and its members. Also, artist, Mike Jekot has also agreed to join the committee and has offered to create a special 50th Anniversary commemorative painting as the centerpiece of our celebration. Other members who have volunteered include Jill Daneu and Becky Bailey. On behalf of Nord Stern, I extend a sincere thanks and a welcome to these dedicated volunteers.

Any members with an interest in being a part of the 50th Anniversary Committee may contact me. It is my goal to announce the full committee by fall and have the first organizational meeting before the end of the year.

Summer is full of Nord Stern events including the Carousel Porsche sponsored Concours in June, the Nord Stern DE at Road America in July, the Club Race at BIR in August, and the Dakota County Auto Cross in mid-August. See you at the next Nord Stern event.

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Offer valid to the first 100 customers before 5/31/06.

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Brake Bleeding

I've never had any problems just hitching up the spedi-bleed and pushing fluid through the system. However, I've read quips here and there about making sure the proportioning valve is reset by following up a pressure bleed with a few pumps of manual bleeding.

Does anyone have a comment?

—Michael Bowers

The reason this comes up is that it is in one of Porsche workshop manuals (964, maybe?). No one seems to know why. There is nothing in a proportioning valve that can be reset.

—Roger Johnson

Clear Coat Protection

Hello Nord Sterners, This e-mail is coming to you from Zhangjiaang, China - home of probably the worst air quality on the planet.

Jim Millick of the Quad Cities, sent this thread to me regarding paint protection films:

—Keith Jones

I just thought that I would clear up some misconceptions regarding clear paint protection. I have read a lot of posts on this board, and being in that industry I thought I would explain some things. I am the sales manager for a large global distributor of paint protection films. We currently carry 3M, Venture Shield and Llumar. I am not trying to sell anything here. I could not sell to any of you even if you wanted to buy from me. We deal in large bulk rolls. I just thought that some industry background and insight would help all of you make an informed decision regarding this product.

First, at the present time there are only two reputable brands of paint protection. 3M and Venture Shield.

Avery, Llumar & Clear Shield are the other players, but they are way behind 3M and Venture. There are advantages and disadvantages to both those brands that I will explain below.

3M: This is the granddaddy of this industry. They invented the product in the early 1990s to help the US Military prevent erosion of helicopter blades in the first Gulf War. When the helos started in the desert, the sand would literally sand blast the leading edge of the blades. So, this product was developed and applied to the leading edges of those blades and that fixed the problem. For the military, long term appearance did not really matter. So, when this first started to be used on cars it would turn yellow after 2-4 years. Since then, the product has been re-engineered several times in order to maintain the appearance for many years. The product is considered 8 mil thick, however it is really 6 mil with 2 mil of adhesive. The 3M product comes with a clear scratch resistant top coat. This allows the product to be very scratch resistant and seals

the pores against staining from insects and dirt. The downside to this hard coat is that it has a slight orange peel look.

Venture: This product has been out for roughly 6 years and is the up and comer in this industry. The product is very clear and applies much easier than 3M making hard cars and more elaborate kits possible. This product is the only paint protection product that Scuderia Ferrari recognizes and authorizes. This product is also a 8 mil (6 mil material, 2 mil adhesive), but it does not have a hard top coat. The benefit to this is that the product has virtually no orange peel and looks fabulous on the cars. The negative is that with no hard coat it is easier to scratch and stain. Because of this, Venture requires you to clean the car frequently and protect it with a wax or Plexus type product to stay looking good. Many that already take care of their cars very religiously would appreciate the better looks of the Venture.

All that being said, I have 3M on my wife's Touareg and Venture on my 996. Both are great products, it just depends on what you want. I would especially recommend Venture on non-metallic paints though like Guards Red or Speed Yellow. On those types of colors the orange peel of the 3M becomes very noticeable. On metallic paints, both 3M and Venture should virtually disappear if installed correctly.

Finally, please do not try and install this yourself! This product is very difficult to install well and why would you want your 996 looking less than it's best. You will pay anywhere from \$500-\$1500 for a good install with either of these films. The range is to take into account amount of coverage and skill of the installer. Do not try and save a dollar here. A bad job is worse than not having it done at all in my opinion.

—Patrick Fransko

Having just spent an afternoon screwing with this instead of being at First Fling (didn't get the tranny done till Saturday afternoon...), I can certainly attest to "Don't try this at home...." doing the entire hood with a 4' x 4' sheet of this is major fun for the budding learner...

The 3M product is manufactured by Brady in Milwaukee. Many of the competitors (3) are manufactured by....you guessed it Brady in Milwaukee. Other than adhesives which according to my inside source vary to some degree and the backing paper (brand labeled), the contents of the actual protectant are very close in composition.

I'm wondering if there is some technical jargon (polymer difference, UV resistance, etc...) that truly separates the 3M from the competitors? 3M actually has three thicknesses currently manufactured although the 8 mil (not including adhesive) is harder to get to bend on a 951 hood let me tell you... I quickly switched to the 6 mil The glow in the dark stuff (non 3M, see attached) is way cool though!

—Brent Knoll

Continued on page 35

2006 Club Race August 3-5 Artwork Raffle

This year Nord Stern Club Member, **Michael Jekot**, has created an original piece of artwork celebrating the history of Porsche at Brainerd International Raceway for our Club Race August 4, 5, 6, 2006.

Through the generosity of one of our club race sponsors, this original, one-of-a-kind watercolor signed by the artist, will be raffled off with all proceeds going to Courage Center.

Matthew Hall Lumber of St. Cloud is giving every club member a chance to be a part of our track's history

100% of proceeds from the raffle will go to benefit Courage Center.



Artist: Michael Jekot

Title: Fast and Faster

Medium: Watercolor on paper, Completed: April 2006

Framed: Approx Size, 30" x 24"

Tickets are \$10 each – or buy 3, get 3 free.

Still not sure? Ask yourself, where else you could get a chance at a 917-30 and GT-3 for just \$10?

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Special thanks to Loran and Bonnie Hall for sponsoring this artwork,
and Mike Jekot for his talent and cash donation

Fabulous First Fling

... What a Way to Start the 2006 DE Season!

by Bret Bailey

Take a look to the right, but the old saying 'a picture is worth a thousand words' certainly applies to our first DE event of the 2006 year. The weekend can be summed up in 3 quick words (maybe a couple more than three!): Great Weather, Fabulous Cars, Lots of Drivers.

We are back at BIR after a long winter season. This is especially good news since a year ago there were so many rumors the race track would be sold or shut down. The First Fling DE was held April 22 and 23 along with a Driver Training the preceding Friday. The weather was perfect on Saturday and Sunday with lots of sunshine and little wind. It helped everyone to have a safe and fun weekend. Attendance was great with nearly 120 drivers for the DE.

There were lots of new faces this year who participated in Friday's Driver Training. Most of them participated in the weekend Driver Ed as well. Plus, there were also lots of familiar faces, some with new cars for the DE.

Most Porsche models were represented including 911, 944, 968, Boxster, 928, new Cup cars and even Phil Hancock's 356 as well as Kim Fritze's brand new Cayman. Looking around the paddock, you could tell that it was not just new cars being purchased over the winter as there were several new trailers brought up.

Thanks should go to Jim Leslie, my co event master, Bob Barker and Jim Bahner in Safety, who do most of the work, David Anderson for a smooth registration, Keith and Kim Fritze for social hours, and everyone who attended and made the weekend so much fun. All in all, just a wonderful weekend.



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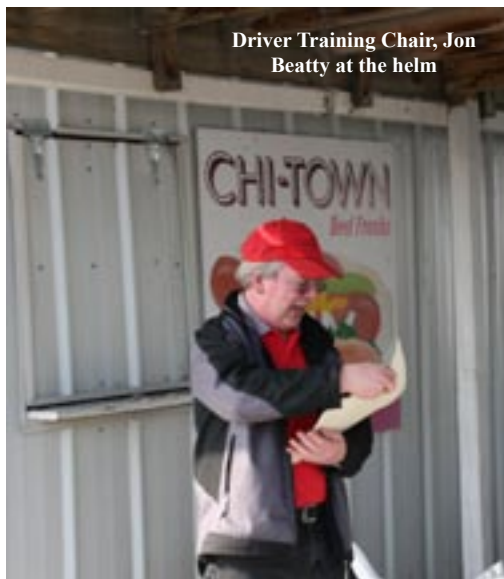
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Out and About at First Fling '06

Photos by Bret Bailey



Driver Training Chair, Jon Beatty at the helm



Novice Training Graduates!



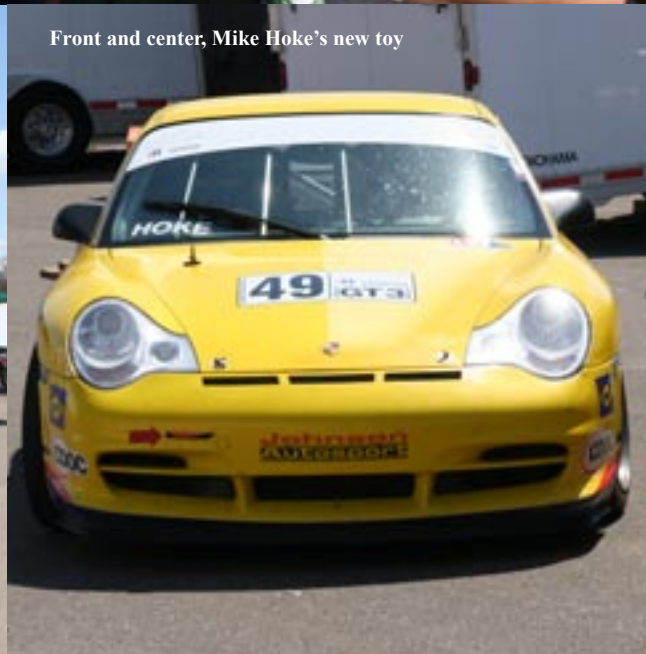
Bill Berard, L and Steve Washburn enjoying the Social Hour!



Julie Anderson and Roy Henneberger are ready for the 'after hours' fun



Blue skies, puffy white clouds and multi-hued track cars: Mike Hoke's new GT3, Joel Pfister/Teresa Vickery's 'Ole Yeller and Shannon Ivey's with the Johnson Autosport transport



Front and center, Mike Hoke's new toy

Out and About at First Fling '06

Photos by Bret Bailey



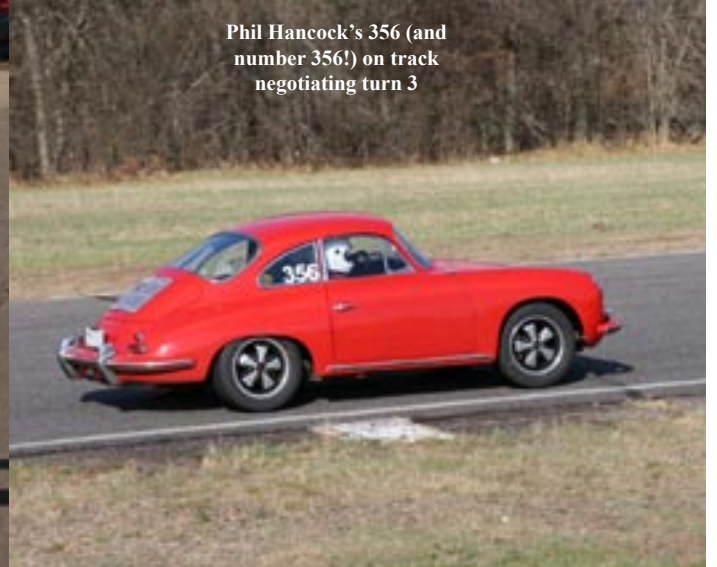
928 model on track



His and Hers: Keith and Kim Fritze's DE vehicles (no more double drivers!) and the Cayman S is Kim's!



Bill Berard in his 'Target' car!



Phil Hancock's 356 (and number 356!) on track negotiating turn 3



Out and About at First Fling '06

Photos by Jim Anderson, www.jimracing.com



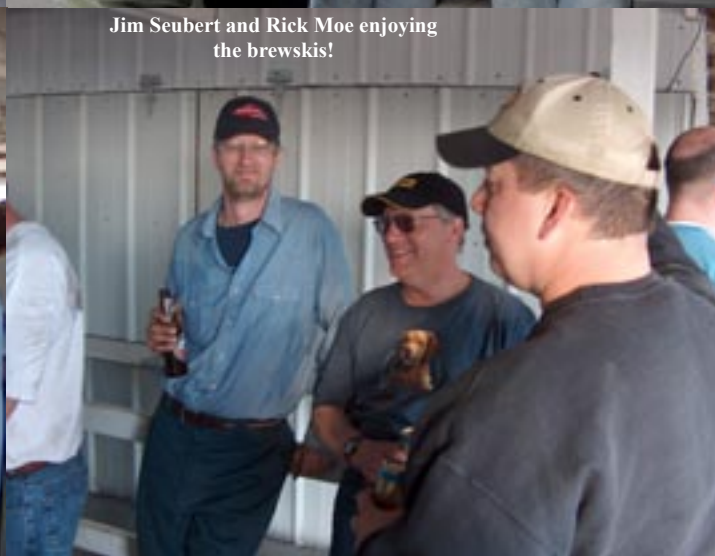
Lori and Lon Tusler
join Jon Ballard (L-R)



R, Andy Busche and
company are all smiles



Prez Rick LeVerdiere, L, with Shaun
and Mark Dekutoski



Jim Seubert and Rick Moe enjoying
the brewskis!



Chip Smith, Pam and Loran Hall along with Bill
Votel are obviously have a great time



Some of the weekend
corner workers join
the fun with Keith
Fritze



Left, top to bottom: Up close and personal with Jack Pierce (Boxster #986) and one of the cup tires. Top, day one (driver training on Friday), next, day one showing wear and next two shots show day two wear!

Right, top to bottom:

Bob Barker, Jim Bahner and Jim Leslie (l to r) lead the driver meeting presentation on safety and procedures for First Fling DE, middle: attentive Driver Ed participants! and bottom: The line up for Jack's group in DE.



Out and About at First Fling '06

Above photos by Jack Pierce



Out and About at First Fling '06

Page 15 photos by Jim Anderson, www.jimsracing.com





**We don't race for fame.
We don't race for fortune.**

For a select few however, that's just icing on the cake.

THE 2006 NORD STERN LOONACY  PORSCHE CLUB RACE AUGUST 4-6

Nord Stern Annual Concours D'Elegance Porsche Club of America

Date: Sunday, June 25, 2006

Place: Memorial Park, Shakopee

Registration Form (Please PRINT all information)

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone #: _____ **Email:** _____

Car Model: _____ **Year:** _____ **Color:** _____

Class (Check One):

☐ **Full Concours Group** ☐ **Street Group** ☐ **Race Car Group**

☐ **A- All 356's;**

☐ **B- Early Air Cooled: all 911's (Up to 1989); all 912's; all 914's;**

☐ **C- Late Air Cooled: all 911's (1990 to 1998);**

☐ **D- Early Liquid Cooled: all 924's; all 928's; all 944's; all 968's;**

☐ **E- Late Liquid Cooled: all Boxsters/Caymans, all 996's, all 997's;**

☐ **F- SUV Class: all Cayennes;**

☐ **G- Super Car: Carrera GT's;**

☐ **R- Race Class: all Race Cars.**

Cost: \$20 per car, payable to Nord Stern

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June 25 Memorial Park Shakopee

Rubbing fenders never looked so good!

Bring the whole family to this beautiful setting.
Enjoy the cars and help support **courage** center.



Nord Stern Driver Training . . .

The Long-term Effect

by Garfield Clark

Several years ago, during one of our women only schools, I was the assigned Drivers Education Instructor for student, Sara Ann Sexton. I vividly remember Sara Ann's enthusiasm as she first arrived at the track with her Northstar Cadillac, a very comfortable ride for a first timer at the track. As an aside, that Cadillac, with big horsepower and automatic load leveling, would haul-ar-se around the three miles of Brainerd International Raceway.



The intense delight of the newly christened "hot shoe" was obvious to all. Most students, at the end of the first day are pleased with their progress, but in my years of instruction at the track, no one has exceeded the extent of smile at the close of that particular day.

Sara Ann next visited BIR during the 2006 First Fling, as the guest of good friends Betsey and Chuck Porter. So, several years later, here comes Sara Ann walking across the paddock, announcing that she had, the day before, purchased a black 996 that was to be delivered the following Monday.

In order to revisit her previous experience at the track, Sara Ann jumped in the right seat of my 996 for a few hot revolutions on the track during the Taste of the Track, protected by faith and Betsey's helmet. Chuck Porter took a few pictures to record the event and distributed the photo you see here. After we landed, Sara Ann exclaimed, "I'm a retired English teacher, but I can't find the words to express how important this event is to me".

With this much enthusiasm and a hot new 996 I'm sure the Nord Stern New Membership column will soon include the name, Sara Ann Sexton.

For those you out and after in the late afternoon of April 18th and in the western suburbs there was one of those rare combinations of a rainstorm and setting sun which produced some spectacular rainbows. Mark Pladson took this shot from his office across I-394 from Carousel Porsche. I happened to be in my car further west and a bit north enjoying the spectacle of a double rainbow with the widest color bands I have ever seen. It was wonderful. But below are Mark's suggestions for potential captions - choose YOUR personal favorite!

- 1) Oh Lord, please send me a sign . . . Oh, Thank You, Thanks You!
- 2) My New GT3 has just come in.
- 3) I've got to talk to Mark about that new Carnauba Wax before the Concours or, my personal favorite says the editor:
- 4) Forget the pot of gold stuff, let's roll.



2006 Kalender

June

2006

2-4 Great Plains Region Driver Education and Club Race

Mid-America Motorplex
Contact: John Krecek 402.505.9911 or krecek@cox.net

9-10 Autobahn Country Club, Joliet, Ill.

Milwaukee PCA Driver Education & Club Race
John Fried 414.453.8653 or e-mail: jtfried@wi.rr.com

9-11 Annual German CarFest

Multi-Event sponsored by several German car clubs and includes: Friday night Boat Cruise
Saturday: Car Show at Rice Park, downtown St. Paul
Registration 8:30 a.m. to 3:00 p.m.
Saturday Evening: The Emperor's Ball at Landmark Center
Sunday: Premier Concours d'Elegance
Contact/Questions: Paul Bergquist of the Mercedes-Benz Club at 952 937-1822
or email: PBASSOCINC@aol.com

25 Nord Stern Annual Concours . . . Sponsored by Maplewood Imports/Carousel Porsche

Shakopee Memorial Park, west side
Car prep is from 9-10:30 a.m. Judging begins at 10:30
Eventmaster: Dale Trippler dtripp@usfamily.net
651-490-1485

July

2006

10-11 Road America Driver Ed

Monday and Tuesday
Elkhart Lake, WI - Eventmaster: TBA
Contact Phil White rs_america@comcast.net

August

2006

4-6 Nord Stern Annual Club Race and Driver Education

Brainerd International Raceway
Eventmaster: TBA

13 Sunday Autocross at Dakota County Tech Center

Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net

September

2006

4 Labor Day BYOB Picnic in Rochester!

1:00 pm to 5:00 Location: TBA
Contact: Jeff Boehm, email: jbandbj@chartermi.net

10 Sunday Autocross at Dakota County Tech Center

Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net

14-15 Blackhawk Farms DE - tentative date

Eventmaster: Ron Lewis 952-932-0505 or email: lewis_re@earthlink.net

22-24 Nord Stern's Annual North Shore Fall Color Tour

Tofte, MN Headquarters: BlueFin Bay
1-800-Blue Fin for reservations
Eventmaster: John Dixon 952-939-9071 or email: eyerack@tcq.net

29 Nord Stern Driver Training

Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or email: jon@minnetonkasoftware.com

30-- First Fling Driver Education

Oct 1 Brainerd International Raceway
Eventmaster: TBA
DE Chair: Phil White at rs_america@comcast.net or 612.418.9319

10 Nord Stern Business Meeting

2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville
Eventmaster: Rick LaVerdiere 651 998-1511
ricklav968@hotmail.com

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PCA Legal Counsel

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How do you find out what is in the public domain?

Public Domain Report <pubdomain.com> identifies music, literature, plays, films, art, and children's literature that have entered the public domain

U.S. Copyright Office <lweb.loc.gov/copyright/> to search copyright registration records.

Continued on page 23

NORD STERN JUNE 2006

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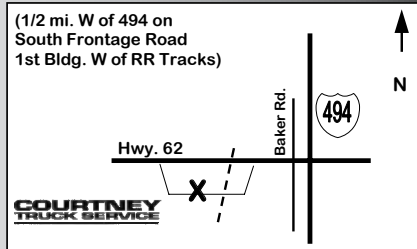


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ZONE 10

May 2006

Around the Zone

You might have noticed the new Zone 10 banner on this bulletin. It was raining hard recently and I was killing time on the computer playing with the Microsoft Publisher software. Lo and behold, I came up with a more teutonic looking Zone 10 logo. Let me know what you think.

The only Zone event I attended this month was a Boxster tech session with the Great Plains Region. Katrina and I are just getting acquainted with our new Boxster S and it was a treat to learn about the mechanical aspects and learn some detailing techniques.

Steve Wilwerding hosted the event and showed us how to do the simple tasks like checking fluid levels and the more complex tasks like flushing the brake system and changing spark plugs. I came away better prepared to tackle the simple and not-so-simple tasks of maintaining our new baby.



GPR members learn the finer aspects of Boxster maintenance

You Should Know

Effective immediately, PCA Club Racing has adopted the west coast NASA version of the SPEC 944 rules as well as the 944 Cup and 944 Super Cup East Coast Rules. The cars will race in their own class within Club Racing designated as SP1, SP2, and SP3. This class will be allowed at all races in 2006. Other 'Spec' classes are being considered and will be announced when the details are finalized. For more information visit the PCA website at www.pca.org/clubrace.

Multi Region Weekend

The Kansas City Region is throwing out the welcome mat to all Regions to attend their 40th annual Ozark Weekend, May 12-14.

Activities will be held at the beautiful Tan-Tar-A Resort along the Lake of the Ozarks. The weekend includes a Friday evening hospitality with a concours, fun rally, tech quiz and a fun drive on Saturday and Sunday. A dinner Saturday night will include guest speaker and author, Burt Levy.

For registration information contact Jim Phillips at 913-362-5714. Registration deadline is Friday, May 5, 2006.

See you there!

Zone 10 Best Practice

This month's best practice is from the Dakotas Region. The Dawn Patrol is a once per month activity that starts rolling at 7 a.m. on a Saturday morning. They explore the lesser traveled roads around Sioux Falls, SD., stop for a little breakfast, and have everyone home by 10 a.m. Plenty of time to take care of the Saturday chores. A fun activity for busy people. Thanks Dakotas Region for a great idea.

Buckle Up

One of the general objectives of PCA as found in the Bylaws is "The highest standards of courtesy and safety on the roads." A recent article in the *Omaha World-Herald* cited 2005 statistics that showed 74% of the 247 people who died in passenger vehicle crashes in Nebraska were not wearing seat belts. Of the 37 teenagers who died, 89% were not wearing seat belts.

Why not take a moment at your next meeting and remind everyone to buckle-up?

*John Phillips
PCA Zone 10 Rep
402-333-7245
pcazone10rep@cox.net*

Zone 10 Calendar

June

- 2-4 Club Race & DE @ MAM Great Plains
- 2-4 DE @ HPT Kansas City
- 4 European Car Show St. Louis
- 7 Social/Meeting Red River
- 9-11 Annual German CarFest Nord Stern
- 16 Sonic Show-N-Shine Great Plains
- 17 Dawn Patrol Dakotas
- 18 Autocross II at the Woodlands Kansas City
- 21 Social/Meeting Dakotas
- 25 Annual Concours Nord Stern
- 25 Crusin' Manitoba for MS Red River

July

- 5 Social/Meeting Red River
- 10-11 DE @ Road America Nord Stern
- 12 Hot Summer Nights Dakotas
- 14 Sonic Show-N-Shine Great Plains
- 15 Dawn Patrol Dakotas
- 15 Picnic Great Plains
- 19 Sutliff Social Central Iowa
- 29 Rally Dakotas
- 29 Pool Party Red River
- 30 Show-N-Shine Red River

August

- 2 Social/Meeting Red River
- 4-6 Club Race & DE @ Brainerd Nord Stern
- 5 Progressive Dinner Dakotas
- 6-11 PCA PARADE Portland, OR
- 6 Ice Cream Social Central Iowa
- 10 Jazz on the Green Great Plains
- 12-13 DE @ MAM Great Plains
- 12 Autocross Red River
- 13 Autocross/Dakota Cnty Tech Cntr Nord Stern
- 20 Mid-Summer Tour Schönesland

- 24-27 Run For the Hills, Black Hills Dakotas
- 26 BBQ Red River
- 27 Sertoma Fly-In Breakfast Central Iowa

MULTI-REGION WEEKEND EVENTS

May 12-14, 2006

40th Annual Ozark Weekend
Tan-Tar-A Resort, Lake of the Ozarks
Kansas City Region
contact Jim Phillips, 913-362-5714
or jaswphillips@aol.com

August 24-27, 2006

Run For the Hills, Black Hills
Dakotas Region
Details TBA

2006 ZONE 10 DRIVER'S EDUCATION DATES

- May 13-14 GPR & NSR MAM DE/Time Trial
- Jun 2-4 Great Plains MAM DE/Club Race
- Jun 2-4 Kansas City HPT DE
- Jul 10-11 Nord Stern RD AM DE
- Aug 4-6 Nord Stern BIR DE/Club Race
- Aug 12-13 Great Plains MAM DE
- Sep 14-15 Nord Stern BLKHK DE
- Sep 23-24 Great Plains MAM DE
- Sep 29-Oct 1 Nord Stern BIR DE
- Oct 7-8 St. Louis GIR DE
- Oct 20-22 Kansas City HPT DE

Copyright Info . . .

. . . continued from page 20

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experience :	hundreds of satisfied customers
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Either Joel Pfister or Teresa Vickery on track at First Fling
Photo by Jim Anderson

912 E 30th Anniversary: Are You an Owner? Seeking All Examples!

by Aric Glass, Zone 8, Orange Coast Region (silver 912 E #1076)

On the 30th anniversary of the Porsche 912E, I am researching these cars and compiling histories on them. So far I have accounted for 346 of the 2100 (including the pre-series model), including 11 full histories from Port of Entry to the current owner. I am trying to find all of them, even if they are totalled or are stripped for parts. Would you ask your membership in the Nord Stern region, if anyone currently owns or in the past has owned a 912E. I would like to get all the information possible on these cars.

Specifically, I am tracking the following 912E information:

- VIN # (912600____)
- Color: Exterior & Interior
- Port of Entry into the US (this is on the original window price sticker if the owner has it)
- Original dealer & location (window sticker or the Owners manual)

- Original owner & location (Owners manual or other papers)
- Options on car at first sale
- Subsequent owners & locations
- Dates and mileage at sales
- Changes made to car

Thank you for your help, Aric (contact info: email at glessarch@aol.com)



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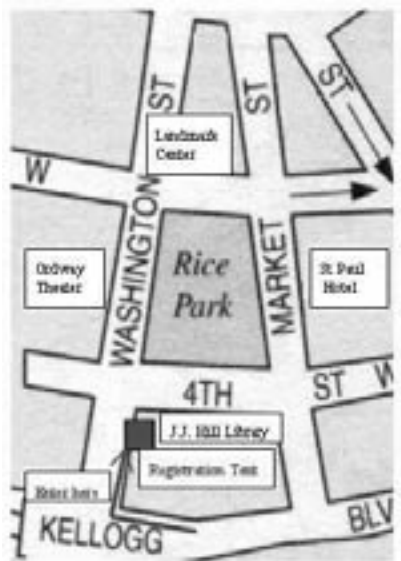
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12TH ANNUAL GERMAN CARFEST

Saturday June 10, 2006

9:00AM - 3:00 PM

RICE PARK, ST PAUL



The great annual get-together of German car fans!

Our friends from the Audi, BMW, Mercedes-Benz, Porsche & VW Clubs
will all be there to celebrate!

The German Carfest is open to all German makes & models

Beautiful Rice Park is right in the heart of Downtown St Paul!

Vendor exhibits, including the Dentman, Jürgen Holzer
50% off on site, 10AM-Noon

German food available

Enjoy the Musikmeister's 30-man German Brass Band!

Car Show: 9:00AM - 12:30PM

Awards at 1:00PM!

People's Choice Awards: 1st, 2nd & 3rd overall!

Get ready for the best Carfest yet! Be there!

AUDI - BMW - MERCEDES-BENZ - PORSCHE - VOLKSWAGEN

THE ULTIMATE COMBINATION

12th ANNUAL GERMAN CARFEST - SATURDAY JUNE 10, 2006 RICE PARK - ST PAUL, MN

Registration Form

NAME: _____ PHONE NUMBER: _____

ADDRESS: _____

E-MAIL ADDRESS: _____ CAR MODEL: _____ YEAR: _____

In order to speed up registration at the gates, we are asking Club members to pre-register by May 20th. The cost is \$10/car. Your advance registration packet will be ready for you when you arrive at the park. For non-preregistered participants the cost will be \$15 at the gate.

Please make check payable to MBCA TWIN CITIES SECTION and send it before May 20, 2006 to:

Paul Bergquist - 6747 Canterbury Lane - Eden Prairie, MN 55346

For additional information, please call 952-937-1822 or contact PBASSOCINC@AOL.COM



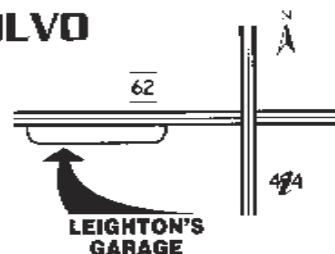
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Milwaukee Cup . . . PCA Club Race and DE Info



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PCA Club Race and Driver Education

Featuring Vic Elford, Guest Dinner Speaker
Autobahn Country Club

Joliet, Illinois

Please join the PCA Milwaukee Region for our inaugural PCA sanctioned club race.
The Fri., Sat., Sun. activities will include DE, Sprint Races and an Enduro Race.
Only one region will claim The Milwaukee Cup!



Club Race Chairman: John T. Fried clubrace@porschepark.org 414-453-8653

Registration Info: www.porschepark.org

JUNE 9-11, 2006

THE BOLD LOOK
OF **KOHLER**



photo by dan matre

TWIN CITIES AUTOCROSS CALENDAR 2006



DATE	EVENT	HOST CLUB	LOCATION
APRIL 22	NOVICE SCHOOL (CLASSROOM)	MAC	DUNWOODY INSTITUTE
APRIL 23	DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
MAY 6 [SAT]	AUTOCROSS (MOWOG I) {MCAS}	MAC	VALLEY FAIR AMUSEMENT PARK
MAY 7	AUTOCROSS (MOWOG II) {MCAS}	MAC	VALLEY FAIR AMUSEMENT PARK
JUNE 4	AUTOCROSS (MOWOG III)	MAC	CENTRAL PARKING
JUNE 9-11	CORVETTES DO BRAINERD	SCCM	BRAINERD RACEWAY
JUNE 18	EVOLUTION DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
JUNE 24	AUTOCROSS (MEMBERS ONLY)	MAC	CENTRAL PARKING
JUNE 25	AUTOCROSS (MOWOG IV) {MCAS}	MAC	CENTRAL PARKING
JULY 15 [SAT]	AUTOCROSS (MOWOG V)	MAC	DAKOTA COUNTY TECH
JULY 23	AUTOCROSS {MCAS}	CVSCC	MASON SHOE
JULY 30	AUTOCROSS (MEMBERS ONLY)	MAC	CENTRAL PARKING
AUGUST 13	AUTOCROSS {MCAS}	PCA & COM	DAKOTA COUNTY TECH
AUGUST 20	AUTOCROSS (MOWOG VI)	MAC	DAKOTA COUNTY TECH
AUGUST 27	NCCC SUPER SUNDAY	COM/SCCM	DAKOTA COUNTY TECH
SEPTEMBER 10	AUTOCROSS {MCAS}	PCA & COM	DAKOTA COUNTY TECH
SEPT 16 [SAT]	AUTOCROSS (MEMBERS ONLY)	MAC & VOLKSPORT	CENTRAL PARKING
SEPTEMBER 17	NCCC SUPER SUNDAY II	COM/SCCM	DAKOTA COUNTY TECH
OCTOBER 1	AUTOCROSS (MOWOG VII) {MCAS}	MAC	DAKOTA COUNTY TECH
OCTOBER 15	AUTOCROSS (MOWOG VIII)	MAC	MIDWAY STADIUM

SCCM PRACTICE DAYS AT BRAINERD RACEWAY: MAY 25, AUG 24 & SEP 13

MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 6, MAY 7, JUN 25, JUL 23, AUG 13, SEP 10, OCT 1

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

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: BOB DRUSCHEL 715-552-0266

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: STEVE GARNJOBST 651-778-0585

NCCC = NATIONAL COUNCIL OF CORVETTE CLUBS

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: JOHN PARIZEK 952-496-1919

SCCM = SUBURBAN CORVETTE CLUB of MINNESOTA--www.suburbancorvettesofminnesota.com--CONTACT: LAURIE STONE 763-560-9449

VOLKSPORT = VOLKSPORT--www.volkspport.org--CONTACT: AARON JONGBLOEDT 952-270-3349

BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD MN

CENTRAL PARKING = CENTRAL PARKING LOT LOCATED IN DOWNTOWN ST PAUL, MN

DAKOTA COUNTY TECH = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

MASON SHOE = MASON SHOE CO. PARKING LOT, EAU CLAIRE, WI

MIDWAY STADIUM = MIDWAY STADIUM PARKING LOT, ST. PAUL MN

NCCC SUPER SUNDAYS ARE OPEN AUTOCROSSES -- MULTIPLE EVENTS PER DAY -- NON CORVETTES are WELCOME



Nord Stern Business Meeting Minutes . . . April 11, 2006

Submitted by Eleanor Renwick, Secretary

President Laverdiere announced that the next meeting will take place in October. The Board meets on Friday to review financial status, and to review rules for autocross. We will co-host an event at MAM on May 13-14.

Newsletter: please send articles and photos to the editor. Autocross rules will be published in the May issue.

Driver Training: expecting a big turnout for First Fling. The novice tech session was a good preview of the event.

Rally: will pick a date within the next few weeks for the fall event, after coordinating with those events already scheduled.

Webmaster: has asked to be relieved from the position. Interested volunteers should contact the president.

Nord Stern 50th Anniversary: Kim and Keith Fritze have agreed to serve as club historians to prepare for the celebration. A committee, which includes 2 past presidents and others is being assembled.

North Star Motorplex: local auto clubs are urged to attend a meeting on April 13 at Cambridge High School to provide a users viewpoint on the proposed complex. Arrive early.

Driver Ed: the ambulance contract is complete. Request safety determine grid procedures and keep them consistent for the season.

Safety: As long as a corner worker staffs the traffic crossover point, grid will continue behind the grandstand. All other details with corner workers and rescue are in place. Radios and stickers will be finalized this week.

BIR: details of the contract should be finished this week; there are many points of issue with the new management. We will determine what time trailers can be brought in on Thursday night. Check out The Lodge – the official hotel for the Club Race.

Social: The date for the awards banquet will be placed on the calendar (November) early enough to give everyone ample time to plan ahead.

Timing: is ready for First Fling. Keith Fritze has(was) volunteered to help.

Taste of the Track: (officially Intro to Driver Ed) – registration form is in the April newsletter. The session will take place just before timed runs. Guidelines will be in writing, as the program may serve as a pilot for other regions.

Insurance: remind the event master to have someone complete the observer report.

Autocross: events are in place and published in the newsletter.

Met Council: no additional information.

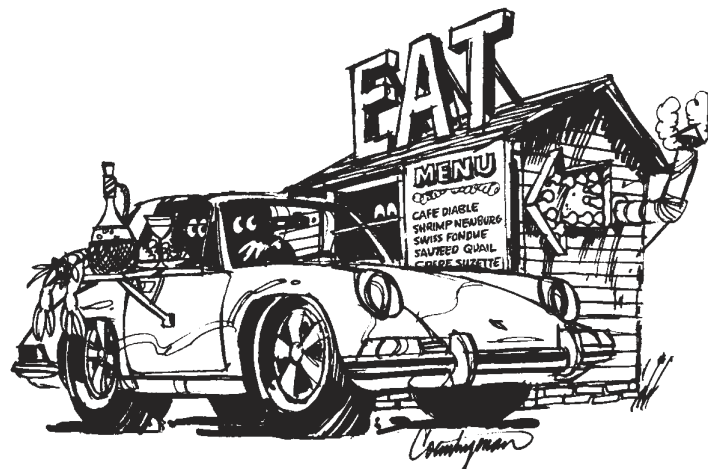
Registrar: we have a good number of members registered to date, and expect over 100 participants for First Fling. The various stickers needed will be provided from various sources. Still exploring online registration, and would like to make it exclusive by the last event.

Tour: details of the first tour are posted in the newsletter for the May 13th event. Lunch will be in Stockholm, Wisconsin. If you plan to participate, please let event masters know so an accurate count can be given to the restaurant.

Concours: May 20th tech session at Maplewood. Most details in place; we need judges, or ideas for sources for them. A judges meeting will take place after the tech session.

Club Race: need one more sponsor. Carmichael-Lynch Adv. is very busy, but will work on publicity items. Formal invitations will be mailed to racers in the midwest. Registration is online at www.clubregistration.com. We will not use a tent this year – the Audi garage will be the central information location. We will support Courage Center again. Still need a ter-down mechanic, and an assistant to the chairman, plus the usual volunteers to make it happen.

Membership: we've grown in 2005. (The president thanked chairman Steve – his efforts have been noticed and appreciated.)



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Annual North Shore Fall Color Tour September 22-24

Headquarters: BlueFin Bay

Make your reservations at 1-800-Blue Fin

Eventmaster: John Dixon 952-939-9071 or email: eyerack@tcq.net

Join in the annual weekend savoring lovely fall colors, driving fabulous winding roads, exploring historical and geographic wonders of our very own North Shore plus excellent dining and shopping . . .



Fall North Shore Color GOLF Outing!

By Dale Trippler

John Dixon has given his blessing to an added Fall Color Tour attraction, golf on Friday afternoon. The Daneu's and I played 18 holes last year at the fabulous Superior National Golf Course, located a few miles up Hwy 61 from Bluefin Bay. The weather was sunny and warm, the scenery is breathtaking, and the company was what made it truly special. Look at the December 2005 issue of the newsletter, page 27 for a few pictures taken at the golf course.

I contacted Superior National and they are willing to block out some tee times for the Nord Stern party this year if we have more than 8 players. They are offering a reduced rate (\$52), carts (and clubs if you need them) included at no extra cost. They know enough about Porsches to know storage space is not one of the reasons we drive them. So if you don't have room for both luggage and golf clubs, Superior National will supply you with a set, no charge.

I need to know how many people are interested in joining us for a golfing outing on Friday, September 22, 2006. The first tee time will be between noon and 1 PM. We teed off at 2 PM last year and just got in 18 holes before dark. But we did get back to Bluefin Bay in plenty of time to shower and join everyone at the reception.

If you are interested in playing 18 holes of golf at Superior National with your friends from Nord Stern, please send me an email at dtripp@usfamily.net. Once I know how many foursomes we have, I can arrange with Superior National for tee times and let you know what time you need to be at the first tee.

Come on join us. If you can get over having to leave the Twin Cities early, I know you will be glad you did. The views are unbelievable!

Dale Trippler,
Concours Chair,
Mediocre Golfer



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Tech Quiz . . . General ?s

compiled by Skip Carter & Greg Philips of Grand Prix Region PCA, Long Beach , CA from Parade Tech Quizzes

911 (1989 C4, C2 through 1998 993) QUESTIONS

1. What was the priority for the four-wheel drive system installed in the Type 993? compared to the 964?

- a. Aesthetics
- b. Handling
- c. Aerodynamics
- d. None of the above

Excellence, Vol. 3, page 1279

2. Design ideas for the Type 993 Targa came from which Porsche model concept?

- a. 989
- b. 911R
- c. Panamericana
- d. 997

Excellence, Vol. 3, page 1289

3. In 1994-96 Porsche offered the lowered and lightened Carrera RS in both normal version and _____ version.

- a. Rally
- b. Anniversary
- c. Sebring edition
- d. Club Sport

Excellence, Vol. 3, page 1286

4. The 993 had a new wiper layout that placed the pivot points closer together and gave one wiper a longer blade than the other.

True or False

Excellence, Vol. 3, page 1278

5. The last air-cooled Porsche off the line was a red 964.

True or False

Excellence, Vol. 3, page 1293

356 QUESTIONS

6. One of the 356 SL racers built from Gmund coupes in 1951 resides in the:

- a. Canton Hall of Fame
- b. Daytona International Pavilion
- c. Corvette Museum
- d. Collier Museum

Panorama, 1/04, page 14

7. The 356A was introduced in the fall of 1955 at the:

- a. Frankfurt Auto Show
- b. Detroit Auto Show
- c. Paris Salon
- d. None of the above

Panorama, 6/03, page 4

8. In 1959, a year when Porsche produced 7,100 cars, the 356A still had five years of production remaining.

True or False

Panorama, 6/03, page 6

9. In 1952 Porsche worked with _____ to adapt a four-plunger fuel injection pump to the 1.3-liter four of the Type 356.

- a. Lucas
- b. Bendix
- c. Bosch
- d. ATE

Excellence, Vol. 1, page 56

10. Who introduced the 356 Porsche to America?

- a. Bob Holbert
- b. Mike Robbins
- c. Briggs Cunningham
- d. Max Hoffman

Excellence, Vol. 1, page 60

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Answers:
1. b
2. c
3. d
4. T
5. F
6. d
7. a
8. F
9. c
10. b

For Sale . . .

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 7th of the month prior to publication date: editor@nordstern.org

1979 Porsche 928

Metallic blue/Black leather, 40,000 original miles, Excellent condition. Can be seen at the Ellingson Car Museum, Rogers, MN listed for \$12,900. Will rebate \$1,000. Contact Bob at 763.441.1133, or Erikssonbob@Yahoo.com.

Parts for Sale

One never used Colgan bra for 1987 944 Turbo. \$75. One perfect strofoam black, Tail section off 1991 911/964 Turbo, \$400. Bob Bump, 952.888.7621.

1983 944

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1987 944 TURBO

124K with all maintenance records, Silver/Burgundy Leather, 968 rear hatch, Turbo Boost Gauge, Weltmeister chips, Very nice clean driving car, Priced for quick sale: \$7,500. Contact: porschebreathe@earthlink.net or call 612.730.2351, Ron.

1995 Carrera Coupe

Silver/grey leather interior. Factory O30 sport chasis with cup wheels, dual power seats, hi-fi sound, cd player, 6 speed, computer, ABD, new rotors, pads and all fluids at Auto Edge, full service records, completely stock, new tires 2k ago, just detailed, and very solid, and only 32,000 miles. \$ 36,500. Phone Kevin Kelly at 612.940.3938 or email kkellyksi@qwest.net.

1993 C-2 964

Porsche 90,000 miles, \$22,000. Black with gray interior and a RS America style fiberglass wing, This car is in very good condition, Call for details. Phone: Pete @ 651.439.3733.

1994 968 Cabriolet

Blk/tan 59,000 front damage repaired new panels fitted needs adjustment and some paint on front clip along w/airbags. Drives excellent. Rest of car very straight and polished. Original 16" wheels w/dunlops. Clean title asking \$12,500. Rob Welch 952.237.0457.

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930 parts

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1973 911 RSR replica

From a (rust free) 1966 912 (ID #453189). Welded steel flares. Fiberglass front and rear bumpers, and Ducktail rear lid. Stripped interior includes 2 Paget aluminum race seats with 5 point harness. 911SC front suspension arms and struts, Weltmeister Rear adjustable spring plates, Weltmeister Front and Rear Sway Bar, 23mm front and 28mm rear T bars, Front brake cooling ducts, 9" front (225/50ZR16) and 11" rear (275/40ZR17) rims. Front calipers are Bremtex (4 piston), 2 Tilton Master Cylinders with adjustable balance bar. Rebuilt motor included: 9.8:1 pistons, E cams, Weber carbs with 32mm chokes, MSD ignition w/rev limiter, Hydraulic chain tensioners with turbo sprocket arms, Rebuilt heads, Timesert studs in case, Turbo valve covers (lower), Powder coated engine sheet metal, Custom oil cooling system. Oil tank and cooler located in front. Car weighs around 2100 lbs Asking \$14,995 Damian Kostron 651.714.4512 (h), 651.233.7641 (c), dtk@grvs.com or see the website for more details: <http://www.grvs.com/forsale/912/912forsale.htm>

Parting out black California '78 911SC

Sunroof coupe

No engine, transmission, front struts, or brake parts. Most everything else available. Four 15x7 cookie cutters with Michelin Pilot Sport Cup R tires 205x50x15. Call or email with part needs. Paul Bork, 952.446.1330 after 6:00 or email: paul@phoenixhobbies.com

1998 911 Carrera S Coupe

#WPOAA2990WS320107, arctic silver/blk, 18,750 mi, fact widebody, 18" Fikse Profil 13 Radial Spoke Wheels, fact 6-disc CD changer, electric sunroof, motor sound pkg., carefully stored winters, no rust, no dings, no smoke, no pets, no food, no drink, no rain, never raced, always garaged, hand washed and detailed twice/month, last year of air-cooled legend. This absolutely pristine collector's masterpiece may be the nicest, cleanest, most impeccably cared-for 993 C2S in the State of Minnesota, complete with Cert. of Authenticity. \$61,500 firm - serious inquiries only. Stephen, sbven@aol.com, (612) 747-3533. Photo below:



1987 911 Cabriolet

White, 16" wheels. Chip and rollbar. (You can remove the roll bar, but why? You aren't going to double date in this car.) Lovingly cared for by Johnson Autosports. 111,000 miles. Perfect combination of top down daily driver and track fun. \$22,000 firm. fred.senn@fallon.com or work 612 758-2402, home 952 942-9053.

Motor For Sale

Complete 3.2L Carrera engine with wire harness and brain (no AC compressor). Smokes so I think it needs a top end rebuild, otherwise it runs strong. Asking \$3,500 for everything. Steve (952) 471-1054

K&N Cone Filter Kit

For 3.2 L Carrera motor. Easy replacement for airbox. Lets motor breath and sounds cool. \$120 new, asking \$60. Steve (952) 471-1054



Nord Stern at Sebring's Club Race . . . Can You say: 'A Picture is Worth a Thousand Words?!'

Shannon Ivey (Car #303)

Thought everyone would enjoy the pictures from the Sebring PCA Club Race in February. A good job, JAS (Johnson Autosport) crew, great pit stop!! The sequence pictures to the left are of Tom McGlynn (white car to Shannon's left) and I trying to miss the D class pole sitter that got turned around in turn 3, we both made it!! A little 'off road' excursion and didn't even give up ground to Tom M.

And a pic from the start of the Blue group sprint race; coming into turn 1 (anyone say 7 wide - works at Sebring), maybe it's just a G, F class thing!!

Photos Courtesy: Colour Tech South Motorsports Photography, LLC 30922 Sealine Drive Leesburg, Florida 34748 Tel: (407) 325-2520 e-mail: colourtechsouth@yahoo.com

May 7 Maplewood Auto Fair

For those of you who missed it, the Maplewood event today was a lot of fun.

Maplewood Imports, Raymond Auto Body, Dent Wizard, and the volunteers did a great job.

George Andeweg, of Maplewood, said over \$2,000 was raised today for the Children's Cancer Research Fund!

The weather was picture perfect and as always there were a lot of great cars - here's a sampling:

- * Fifteen 356s including a beautiful 4 Cam 1963 Carrera 2
- * A Carrera GT
- * A Cup Car in full race prep
- * Two Ferraris
- * Two Rolls Royce
- * A "Pimp My Ride" VW Bug
- * A couple unique 928s
- * A hot 914
- * Authentic reproductions of a Speedster and 550 Spyder
- * Along with several great Turbos, C4S, 911s, 944s, Boxsters, Caymans, Audis,

M.B.s and much more. Thanks again George!

Keith Jones

Spring Tour

Mike and Sarah, Very nice drive. Mike and I had a great time on the tour.

The bonus car was very fun. Both of you put lots of effort into the travel route and it showed. The map, which I will use several times this summer - what a drive, the food and the group.

Thanks to Maplewood for the gifts and the bonus car.

Great event. Hope to do it again.

John and Mike Dixon

Thanks to Mike and Sarah and to Maplewood Imports. It was a great outing. I had a lot of fun and I am looking forward to the Fall Driving Tour. You will have to work even harder to top this one. Hopefully, we will have a little more sun and a lot less rain in the fall. The Boxster is ready to go.

Dale Trippler

DITTO !!!

Joe and Mary Olson

Thanks to Mike and Sarah for putting this together, to Maplewood Imports for their sponsorship and to Lori, Tim and Dale for helping make the whole thing happen today. We had a good day.

Chris and Kathryn Johnson

Mid-America Motoplex

There were 8 representatives of Nord Stern at the combined DE at MAM. The combination of Mother's Day and the Mid Ohio club race cut into our attendance.

Great Plains had a great turn out for their first track event of the year. Although cool and windy, the track was dry and fast. Everyone had a great time, and I extend a special thank you to the Great Plains members, especially President John Krecek, for hosting a beer and pizza social.

The timed runs were a big hit with the drivers, and they went off without a hitch. A special Nord Stern thank you to Ed Tripet, who was without a track car, but made the trip to do timing.

I hope next year we can get a better Nord Stern turnout, as MAM is a great track to run.

Rick LaVerdiere

It's my favorite track right now although that may change after we do Road America and Tremblant in Canada this year I did my first DE at MAM last June.

Lots of fun. Less scary for novices than BIR I think, nothing to hit except for Sandys corner and lots of run off. We're heading back first week of June.

Billy Newport



3RD ANNUAL ROCHESTER PORSCHE PICNIC

Join us on Labor Day September 4th, 2006 from 1:00 to 5:00 for
The 3rd Annual Rochester Porsche Picnic.

This is a BYOBB (bring your own beer and brats) event and is a
great way to end the summer.

This years picnic is at a great new location

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We are trying to get a headcount early so please RSVP by email no
later than August 15th.

If you need directions please contact me by email or phone

Jeff Boehm

jbandbj@chartermi.net

507-261-9407 cell

Christie Boeder will also have directions

editor@nordstern.org

Question: Can a fuel sender from a T-6 be modified to fit a T-2 or T-5?

Answer: I'm not sure why you would want to do this because a functionally equivalent T-2/T-5 sender is available. I have been seeing 356 fuel senders that were visually different than the original so perhaps original appearing senders are no longer available. If you want to save money by using a part you already have-a T-6 sender (but not the early B bottom-mounted sender), it will bolt in. It probably will not read correctly but you could easily make a calibration chart by using a dipstick. It is not critical if you have a working fuel cock that allows using the fuel reserve function. If you were interested in an original looking sender, the original outer part could probably be attached to a new sender mechanism.

David Seeland - PCA WebSite - 1/23/2006

Question: I recently purchased a fairly clean 1963 356B. The previous owner told me that he had the engine rebuilt in 1986. The car was parked for long periods of time and occasionally driven. The problem I am having is that upon start the car idles low and wants to die if I don't apply the throttle. After the car is warm and has been driven the idle gets stuck idling higher than normal, about 1900 rpm. After long drives and then coming to a stop the car dies out, but can be restarted and idles again at 1900 rpm. Could this be due to a bad generator, a misfiring spark plug, or rust particles blocking the fuel flow?. Lastly, I have been running regular unleaded fuel, as the previous owner told me that is what he had been using after the rebuild. How can I tell if I should be using a lead additive. I need the best sequence for trouble shooting this thing myself as not to get stuck with terrific expenses.

Answer: There is no need to use a lead additive as your 356 has hardened steel valve seats unlike iron seats in American cars of the same vintage. Use a good metal gas filter under the car before the fuel pump. The most likely culprit for the variable idle is a sticking advance in the distributor. Take the cap off, twist the rotor then release it to see if it goes back to the stop. Oil the wick under the rotor and see if this helps. After 40 years it can develop gummy oil between the shaft and the cam/rotor part of the distributor. Take it apart and clean it if you think it has. Do a complete tune up before you worry about too many things. A 356 is a simple well-designed car and everything can be made to work properly, without spending a lot of money if the car is basically sound to start with.

David Seeland - PCA WebSite - 10/10/2005

Question: The Zenith 32NDIXs have been rebuilt as has the fuel pump. The car runs fine for 2-3 minutes then the fuel pressure escalates to about 26 pounds flooding out the carbs. Any ideas as to the cause? This is a first for me and my mechanic.

Answer: Page F29 in the factory manual has a chart listing "fuel pump troubles and their cure". You have a factory manual, don't you? If not, they are widely available as copies and originals. Although not cheap, it doesn't take much shop time to pay for them.

The manual says that high pressure is caused by an incorrectly installed pump or gaskets that are too thin or by a diaphragm spring whose tension is too high. Gaskets and spring tension will only compensate for minor differences from specification and 26psi is an order of magnitude greater than the 2-3 psi specified. I would say that your pump is incorrectly installed. I suspect that your mechanic left off the quarter inch "fiber flange" between the pump and the aluminum "Intermediate flange" that guides the actuating rod. Early cars had a one piece bakelite flange that combines the fiber and aluminum flanges and later cars (late B/C) only used a fiber block between the late-style pump and the case.

David Seeland - PCA WebSite - 10/10/2005

Question: I have read your reasons against weber conversion from solex. If all tuning issues could be sorted out what is the



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performance upside of 40 IDF's over stock solex. Instead of weber conversion what would you advise, if anything, for added performance?

Webers have no performance benefit compared to Solexes unless you go to 44's or 48's, although going too large means you only have top-end power. Solexes also have high-speed enrichment that Webers lack. For more bolt-on performance there are few choices. Velocity stacks of the proper length, slightly larger venturies, extractor exhaust systems and changing to lower profile tires are all of some benefit. Non-bolt-on modifications are mostly more effective and more expensive and difficult to implement. These include gear ratio changes (mostly lower) by changing to a 7:34 ring and pinion or changing gear sets, increased displacement using larger diameter pistons and cylinders and a stroker crank (21 possible), increased compression ratio, dual ignition, fuel injection, hotter cam. Spend enough money and your 356 will accelerate like a 911, but then it might be cheaper and safer to buy a 911.

David Seeland - PCA WebSite - 3/9/2005

Question: A recent problem has developed out of the blue. I have installed 44IDF Webers on my car and it was running fine after increasing the size of the accelerator pump jet as you advised in answer to my recent question. After the car gets hot (run at about 70 or 80 on the interstate) it wants to idle high at about 2700 rpms. After it cools off it idles fine again. What could cause it to idle high after it gets hot? The throttle is not sticking. I have bought all the Weber books you suggest and cannot find this problem.

Answer: The high idle may indicate that the float level is too high and that the gas is boiling in the float bowls and overflowing. Vaporization of gas in the carbs cools them at high speeds. At idle little gas is used and cooling is minimal but the heads are hot after a high speed run and the heat migrates up into the gas in the float bowls causing the gas to boil and overflow which provides the extra gas that ups the idle speed until the engine cools down. Also check the distributor advance return. Twist the rotor in the advance direction and be sure it consistently snaps all the way back.

David Seeland - PCA WebSite - 3/20/2004

Question: I make frequent trips from the SF Bay areas to Santa Barbara, a 600 mile round trip. One of the local 912 gurus claims that if you travel that far with little or no oil consumption it is because your fuel pump is leaking fuel into the crankcase. My car never requires additional oil between changes and might show only a slight loss of oil on one of these 600 mile runs (less than a cup). Is he right? The cost of a rebuild kit for the stock fuel pump is pretty hefty... almost to the point that going to an electric fuel pump sounds sensible... forget about fuel leakage worries forever. Does this make sense?

Answer: Your engine's oil consumption is about 2500 miles per quart, quite low but not out-of-range so I doubt that gas from a failing mechanical fuel pump is entering the oil sump. Your

friend does point out an important sign of gasoline contaminated oil, an ever-increasing oil level. I'd say that your engine has better sealing rings and valve guides than your friend's engine or he might be using higher rpms more of the time or use thinner oil. I would suggest that you stop worrying about your engine's fuel pump because they rarely fail. In my experience I have found mechanical fuel pumps to be more reliable than electrical pumps. If you go to an electric pump a pressure regulator could be necessary which is another part that can fail.

David Seeland - PCA WebSite - 11/20/2003

Question: I have modified my 912E from its original fuel injection to Weber carbs. I have tuned the carbs and it is running great except that on acceleration it sputters. It also bogs down occasionally on acceleration. I have tuned everything except the pump jets. My question is what could be the causes of the sputtering and occasional bogging down?

Answer: Insufficient accelerator pump output commonly causes a "bog" because the mixture goes lean when the throttle is suddenly opened. Try increasing the injection quantity. I hope this cures the sputtering too. HP Books has a Weber carb book by Pat Braden that has a lot of tuning tips that would be worth having.

David Seeland - PCA WebSite - 9/14/2003

Question: Does that huge 912E fuel tank fit into an earlier model 912?

Answer: It appears that the "fuel tank supports, left and right" are different on early cars than on a 912E. Therefore, it is probably not a bolt-in but I'm sure that it could be done.

David Seeland - PCA WebSite - 7/10/2003

Question: The car has been in storage 12 years. The gas evaporated and the tank is dirty. Is it easy to find new rubber for the filler neck and parts for the fuel cock? Any hints on removal to make it reasonably simple?

Answer: Most suppliers of 356 parts should have what you need. A few of the many sources include NLA Limited, Stoddard Imported Cars, and Zim's Autotechnik. I had problems with the cork gasket thickness in the last fuel cock rebuild kit I bought and made my own from thinner material. There are four screws holding the cover plates of the filler neck gasket in place, the heads of the lower two screws are on the wheel well side and may be covered by undercoating. You shouldn't have any other problems removing the tank but be very careful when draining the gasoline. Do it outside far away from any source of ignition such as a water heater or dryer. Beware of incandescent bulb trouble lights too-- I heard a scary story about a 914 gas tank removal project.

Luckily the fire department was close.

David Seeland - PCA WebSite - 1/26/2003



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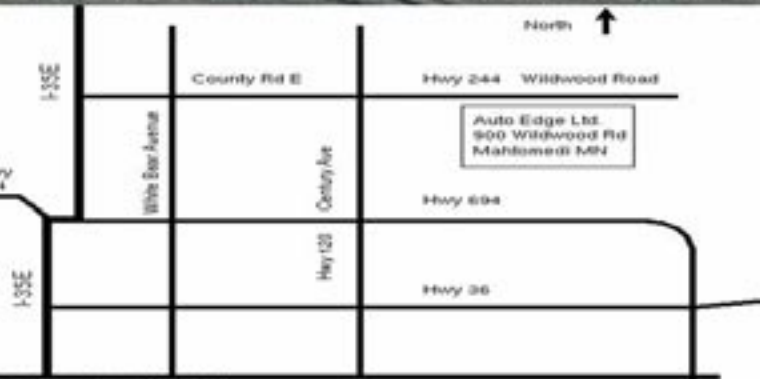
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