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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.

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Front Cover:

But of course, the Porsche crest is NOT floating in the sky . . . Brian Finks hood shot is from the 2007 Concours in Roseville!

2008 Officers & Committee Chairs

Address changes

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Once again here's an issue just chock full of lots of stuff, information, articles and tidbits to entertain you for a moment or two! It continually amazes me each month as I stare at the skeleton of the next issue and wonder how in the world am I going to fill 32 or 36 pages with something more than just the ads - when lo and behold pictures, articles, notices, start showing up in my 'inbox'. Often totally unsolicited, in fact. Yikes, it's wonderful and totally renews my faith in my fellow Porschefiles. This month is NO exception. Out of the blue, John Phillips, former Zone 10 Rep and Great Plains Region member sent an email stating he had been chronicling the restoration of an early 911 and would I be interested in his observations and experiences? I'll say, he had a few of the first pages and it was very intriguing - you can see for yourself starting on page 12 of this issue. It's a two parter, so the second half will appear in April - gee, I already have a great start on the April issue. Plus I am so thrilled to have Ron Faust helping with my 'Where We Were' series highlighting some of our past as he's sending me great stuff and Roger Johnson produced a full page with Swap Meet info (see p. 11) as that event is rapidly coming up over at Carousel Imports. So you can see, the stuff just rolls on in. Thank you one and all!

My goal for the February issue is to get it to the printer earlier than my usual routine so I can start on April as soon as possible - primarily because the Boeders are heading back to Europe for a second visit with daughter Kirsten since she won't be back in the States until summer. She is doing her best at traveling (and taking her classes in between!) as much as the 'bank of Dad' will allow. We will meet her in Munich mid-March for a week and perhaps Stuttgart will be in the plans! With this trip falling right when I normally work on the newsletter, my goal is to finish it up before we leave so I don't have to take a computer with me - although that may be incredibly difficult as I have not traveled

without it for a number of years. I think that's called being a tad 'addicted' to our ability to be 'connected' no matter where one is these days (we won't even talk about the business calls a certain someone has handled at the top of the mountain during ski trips!) See you at the next event!



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Back cover	N/A	N/A	\$95
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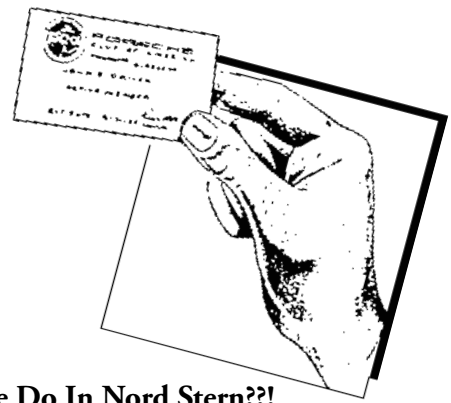
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Welcome

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



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1985 911 Cab

Joseph & Carin Caffarelli

Independence MN
1995 911 Cab

John Canon

Roseville MN
1985 911

Anthony Ferrara

Mendota Heights MN
2001 996

Don B. Gavic

Baldwin WI
2008 911

Ike Halliwill

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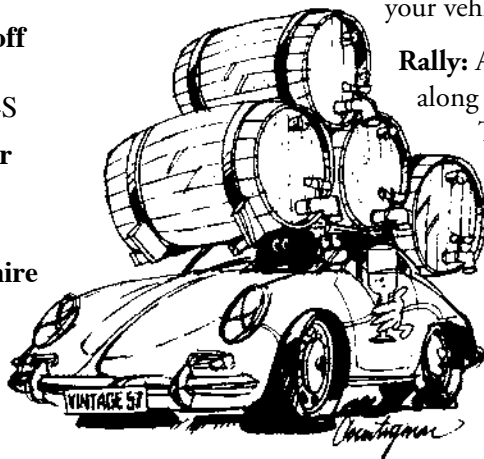
Edina MN
2008 911 C4S

Brian Weber

Edina MN
2007 911

Rick Whitmire

Hudson WI
1988 911



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 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) 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 pg. 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!

ClubTalk/TechTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

The Prez Sez . . .

by Pam Viau

Our year has already been filled with some great events. Thanks goes out to Kim Fritze for a wonderful Holiday Party and Ken McNeil for showing us we can be stars too.

We had a Tech session at Apex SPG discussing track safety, thanks to Jim Bryant and Mark Kedrowski for putting this on for us. March brings us three more tech sessions. March 1st at Maplewood, March 27th at Complete Garage and March 29 the Swap Meet at Carousel Porsche. These are great events to socialize and gain valuable information.

Thanks also to Jim Bahner for chairing Shop Relations and helping set up these great events. We will be having our new member social on April 2nd, a great event for new and seasoned members.

This is the month to make sure your preparations are in order for the track events. Have your car teched and send in your registrations, First Fling is around the corner.



– Pam

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| J. Independent Source for Used Audi's | X. Expert Auto Body Shop in St Paul |
| K. Ugly President, Beautiful V.P.,Great Mortgage Source | Y. Who can I call for a indoor garage slot at B.I.R.? |
| L. Your Own Auto Shangri-La in Chanhassen | Z. The Steven Spielberg of Nordstern(For Hire) |
| M. Porsche Repair Shop in Bloomington | AA. Award Winning Shop in St Paul "944 Heaven" |
| N. Expert Body Shop in Plymouth | |

Answers: See page

Letters to the Editor

courtesy Clubtalk

February Issue Nord Stern

The photo caption contest answers were great . . . my submission would be "I'm pretty sure Bob should have installed that BEFORE he went out".

– Keith Jones

Auto Edge Tech Session

We had a great turn out Saturday at the Auto Edge tech session, and thanks to everyone who showed up!

And a big thanks to Bob Viau who gave away many shop secrets about Porsche tuning & maintenance that day.

– Jim Bahner

Thanks to Jim and Bob and Auto Edge. This was my second year attending the tech session at Auto Edge. Once again I learned a few more things about my car . . . and helpful information we need to know to keep us safe on the track.

– Dale Trippler

Tracking Your Car at BIR

(Editor's Note, there was a recent tread on Clubtalk concerning costs to track one's car at BIR and I thought Jim's response summarized it quite well so I would like to include it here - with a few additions - as an informative posting for members interested in driving at our local track: Brainerd International Raceway.

New Members thinking of trying a track event . . .In case there wasn't enough response already I thought I would rehash some information for Steve, or any new members to this list. Having owned a number of Porsches including a 944 turbo



I would offer that the Porsche club DE track experience can be as CHEAP or EXPENSIVE as you decide to make it. I would hate to have somebody NOT come up and see what it is all about because they were scared away by the amounts of money that some serious racers spend.

THE ENTRY FEE FOR THE SPRING EVENT w/ FRIDAY DRIVING SCHOOL & BOTH SAT & SUN DE (DE, or Driver Education, is the term used by Nord Stern to reference an all-day event on a track such as Brainerd consisting of a number of run group sessions, see description on page 6) is \$350 total for ALL THREE DAYS.

Nowhere I know of can you get three days of driving on a real race track with great instruction for that amount. If someone has a Porsche and has not taken a high speed driving school before, it would be a real shame to not have them at least take the Friday School for \$120 and learn an incredible amount about driving and get an idea for what your car is capable of.

Any Porsche owner that has a car with good tires and newer brake pads, a couple nights reservation made at the Super 8 on Hwy 371 (\$70 a night), a tech inspection (\$40), a Snell helmet and a little food and gas money in your wallet should be ready for a track event.

There will be a new member meeting April 2 that provides an introduction to the club (and all the yearly programming of events and activities - see page 24 in this issue) for those who are interested.

Jim Bahner



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PCA Zone 10 Calendar . . .

Courtesy Doug Pierce, Zone 10 Rep

MARCH

- | | | |
|----|---|-------------|
| 15 | Detailing seminar, location to be announced | Dakotas |
| 15 | Open house at the Wayman's | Kansas City |
| 29 | Swap Meet, Carousel | Nord Stern |

APRIL

- | | | |
|-------|---|--------------|
| 04-06 | Parktown Carrera Classic - Gateway | St. Louis |
| 15 | St. Patricks Day at Shamrock Racing | Great Plains |
| 18 | Social hosted by Dave Nordlund | Dakotas |
| 18-20 | Porsches in the Heartland DE & Club Race,
Heartland Park, Topeka | Kansas City |
| 22 | Rennsport Recap | Great Plains |
| 25-27 | First Fling Driver Training and Driver Ed
- Brainerd, MN | Nord Stern |

MAY

- | | | |
|-------|--|--------------|
| 1-3 | Drivers Ed – Motorsports Park Hasting,
Hastings, NE | Great Plains |
| 4 | Maplewood Auto Fair, Maplewood Imports | Nord Stern |
| 04 | Maplewood Auto Fair Social
– Maplewood Imports | Nord Stern |
| 17 | Loess Hills Run, hosted by the Shield's | Dakotas |
| 18 | Autocross – Dakota County Technical College | Nord Stern |
| 18-20 | RVBOWWOW trip to Minnasota/Wis. | Dakotas |

JUNE

- | | | |
|----------|---|-------------|
| 20 | Social hosted by Shield's | Dakotas |
| 21-22 | Fast Fling Driver Education
– Brainerd International Raceway | Nord Stern |
| 21-22 | DE, Heartland Park Topeka | Kansas City |
| 28 | Velocity: The Art of Motion social
– Hopkins Center for the Arts | Nord Stern |
| 28-07/03 | Porsche Parade, Charlotte, NC | |

JULY

- | | | |
|-------|--|---------------|
| 6/28 | | |
| -03 | Porsche Parade | Charlotte, NC |
| 14-15 | DE, Road America | Nord Stern |
| 18 | Social hosted by the Lunde's | Dakotas |
| 25-27 | PCA Club Race and DE
- Brainerd International Raceway | Nord Stern |

AUGUST

- | | | |
|-------|--|---------|
| 21-24 | Run for the Hills 6 multi-region event | Dakotas |
|-------|--|---------|

SEPTEMBER

- | | | |
|-------|---|---------|
| 19-21 | RVBOWWOW4 (tour Lake Pepin area of
Mississippi River in MN/WI) | Dakotas |
| 26-28 | Last Fling Driver Training and Driver Ed | |

- Brainerd, MN

Nord Stern

OCTOBER

- | | | |
|-------|---|-------------|
| 18 | Breakfast at Tiffany's (Sweetest Day)
– Hosted by Forrette | Dakotas |
| 17-19 | Drivers Education, Heartland Park,
Topeka | Kansas City |

For detailed information about listed events, see the respective Region's website or the PCA National website at www.pca.org.

Central Iowa Region: www.ciapca.org

Dakotas Region: www.dak.pca.org

Great Plains Region: porsche.ellipse.net/

Kansas City Region: www.kcrpca.org

Nord Stern Region: www.nordstern.org

Ozark Lakes Region: www.olk.pca.org/

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| 25. Johnson Autosport |
| 26. Ken McNeill |

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Poster Exchange Table

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Car Repair and the 'Meaning of Life' - Part One

by John Phillips, GPR



It all started innocently enough. My good friend, Ralph, and I were on a boy's trip to the Brian Redman Historic Races at Road America. As we drove through the idyllic Wisconsin countryside and discussed the what-ifs and why-nots of life, I blurted out, "why don't you sell me that '71 Porsche you aren't doing anything with? To my astonishment, Ralph quickly replied, "well, let me think about that."

I could hardly contain my glee. I had been looking for a "project car" for several years and the right one just never came along.

Isn't that just like life? You wait for something to come along, instead of actively pursuing that which you seek to accomplish? How many times have you sat passively waiting for that right job, perfect mate, promotion opportunity while life quickly passes by? If you want it to happen, make it happen!

Let me back up here and give you a little history on this car. Ralph and I PCA Club Race together and I store my 944 Porsche at his garage. In the adjoining stall sat this sad, but promising, '71 911 Porsche that Ralph had stored for six years with full intention of restoring. The car had nice features but was a "five footer." You know, looks great from fifty feet, but at five feet it shows a little wear. The car sat covered and even after six years, it steadily dripped oil from its 2.2-liter stock engine.

I waited a couple weeks and then could stand it no longer and subtly asked Ralph, "so, have you thought about the '71?" "Yes, I have," he replied. "It is a project that I will never get to and I will sell it to you." After a long series of intense negotiations, (Ralph – here is the price; John – ok) we culminated the deal and I finally had my project car.

And thus begins my exploration of life through the eyes of a tired '71 911 Porsche. Where to start? There were so many projects, it was hard to decide. In the front trunk, there was a dizzying array of wires and rust. An aftermarket stereo amplifier

and security system resulted in a spaghetti mass of wires. Let's get rid of all those wires, I decided and I started cutting and pulling wires. It only occurred to me later that perhaps some of the wires controlled critical functions such as starting the car.

Have you ever gone off half-cocked before thinking something through? While spontaneity is sometimes a joyful part of life, often it can get you in trouble. A moment of contemplation can save a world of grief.

Oblivious to the problem I could be creating, I quickly removed all the wires and began the onerous task of removing the rust from the trunk compartment. This turned into a two-week saga of grinding, treating, priming and finally painting. The result, to my eyes, was stunning. The trunk, which is usually covered with carpet, suddenly looked so good, it was the showpiece of the car and demanded to stay uncovered.



Trunk

The next project was to get the Weber carburetors working properly. Having never overhauled carburetors, Ralph and I decided that this would be a good learning project. Removing them from the engine was easy and then with the help of Curt from CARS, we tore them apart. Breaking them down was easy, putting them back together was something else altogether.

It is so easy to tear people down and oh so hard to repair the damage. An unkind word, so hastily spoken may never be retrieved. Treat others the way you would like to be treated.

I doubt that I could have gotten the many parts back together in the proper order without the help of Curt and a repair manual, but with their patience and assistance, we prevailed and the Webbers were reinstalled. To my utter amazement and delight, the car started and with some assistance from Curt, the car began to run pretty darn good.



Trunk

The simple and unappreciated door stop. We use it every time we enter and exit our vehicle and never give it a second thought until it begins to fail us. The early 911s were notorious for doorstop failure. The inner door sheet metal fatigues after years of use or abuse and it bends and sometimes tears. The damage must be repaired lest further and more expensive damage occur. Such was the case with my mighty 911. This seemed to be a straightforward project that might take a couple hours. It was here that I learned that no project is as simple, or inexpensive as expected. Nevertheless, as my father told me on many occasions,

"life is never simple or easy, but with patience and

persistence, it can be very rewarding."

The process begins by removing the arm rests, disconnecting the door latch and removing the door panels. With the inner door exposed, it is a simple task to disconnect the stop at the door jam, remove the two allen bolts and remove the stop. Once removed, a brief inspection confirms that this very complicated looking little device is toast but the good news is that the inner door sheet metal is basically ok. The original doorstop is no longer available so I sent for an aftermarket replacement. One week later, it arrives and I hurriedly drive to the garage to install. Seems as though the boltholes don't match up on the aftermarket part and the reinforcement repair kit doesn't fit either. A little grinding on the grinder and the repair kit is ready to go but I am stuck on the doorstop. Just when I am at my wits end on this simple project, I explain my dilemma to Curt at CARS and he says, "I have one of those that is in good shape and you can have it."

Sometimes in life, it is not the momentous occasions that bring great joy, but the small and unexpected gifts that are bestowed upon us.

With newfound enthusiasm, I put it all back together, cleaning the upholstery in the process, and was proud of my beautiful doorstops that no one will notice. Total time for this project was just short of two months.

Emboldened by this taste of success, the next project was to replace the engine and transmission. My first consideration was to

Continued on page 15

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Nord Stern February Business Meeting Minutes

by Dale Trippler, Secretary

Nord Stern Officer's Meeting, February 12, 2008:

President Pam Viau opened the meeting at 7:05 PM.

The following topics were presented and discussed:

Advertising: Ed Vazquez, Chair

The club currently has 27 advertisers in the club newsletter. All is going well.

If new members ask questions about who can work on their cars, direct them to look at the club newsletter, sponsors appreciate knowing their ads are working.

Autocross/Time Trials: Harvey Robideau, Chair

No report. First Autocross this year will be on Sunday, May 18th at Dakota Community College.

BIR Relations: Rick LaVerdiere, Chair

Working with track on contract. Price for track has gone up this year about \$700/day. Hope to have use of new short track for Last Fling.

Concours: Phil Saari, Chair

Presented two-page outline of this year's event. Planned for Sunday, June 29th from 10 A to 2 PM at Central Park in Roseville. Same location as last year. Again will have both Concours and Car Show. Food vendor already scheduled and will try to have sponsors set up during the show.

Prizes will be awarded at 1 PM at the site this year. Lots of work yet to do and volunteers needed.

Club Race and Dealer Relations: Roger Johnson, Chair

Will be working with Carmichael-Lynch again this year for Club Race. Vintage group wants in again this year. A band has been arranged to play before and after live auction. Discussion about having Carmichael-Lynch design a Club Racing logo for us. Directed to look into getting one for club racing, not to replace the club logo, but in addition.

Working with Mark Bouljon at Carousel for the Swap meet in March. Plan a Poster exchange this year. Encourage members to bring old posters they want to exchange and/or donate to exchange.

Driver Education: Andrew Busche, Chair

Have event masters lined up to run all three Flings, first, fast and last. Costs for First Fling and DT same as last year. However, since cost of renting the track have gone up, my have to raise fees for other events. Will see how it goes, but will try to keep prices the same if possible.

Road America: Dave Anderson, Chair

Still working with RA. Everything seems to be a go.

Driver's Ed Registration: Kim Fritze, Chair, No report.

Driver Training: Jon Beatty and Ron McFarland, Chairs

No report. Waiting on pricing.

Insurance: Michele Johnson, Chair

People MUST sign the Porsche club waiver at BIR, not just the waiver at the gate. Got into trouble last year and don't want that to happen again.

Need different waivers for Parade laps for minors. Otherwise all insurance set for all other events.

Membership: Steve Sherf, Chair

95 non-renewals this year, about the same as previous years. New membership going well, about the same pace as previous years. Would like to give new members a Nord Stern nametag.

New Members gathering will be on Wednesday night, April 2nd at Embassy Suites in Bloomington. Will ask chairs to give a brief overview of their events to the new members. Encourage old members to attend and mix with new members. New members will be getting materials from PCA. Also talked about putting together a handbook/calendar of Nord Stern events to give to new member as well.

Maybe evolve this into a "new member meeting and new season kick off." Try it this year to see how it works out.

Met Council: Bob Kosky, Chair

No report. Camping at Road America does not make sense monetarily. One of the main gates has been permanently closed.

Newsletter: Christie Boeder, Chair

No report

Rally: Lon Tusler, Chair

No report, but looking for replacement.

Rules: Bret Bailey, Chair

Rules should be the same as last year.

Pam got a call regarding a new rule from PCA for cars with 5 point belts; they must also now have seats made for 5-point belt system with slots for the belts. Need to tell members this year and require next year. Head restraints also discussed. New rules may be coming.

Shop Relations: Jim Bahner, Chair

All tech sessions are listed on the web site and most are in January newsletter.

Social: Kim Fritze, Chair

No report

Safety: Dave Anderson, Chair

No report

Taste of the Track: Ron and Michele Johnson, Chairs

No report. Discussion about Taste of the Track at Road America.

Timing and Scoring: Ed Tripet, Chair
No report

Touring: Mike Lancial, Chair
Mike will lead another trip to New Ulm on May 10th. Working on details.

Ken McNeill is working on a "Loonacy Tour" at BIR. Friday night social event at the track. Saturday morning during the Club Races, lead tour around Brainerd and back to track around noon for Parade laps. Maybe a shopping tour Saturday afternoon. Idea is work in progress.

Treasurer: Jeff Bluhm
Club is in good shape.

Webmaster: Bret Bailey, Chair
No report

New Business:

Brian Mayer thanks club for working with his cub scout troop and for all the stuff club members donated. Gave Pam a card signed by cubs.

At the end of the meeting after all chairs reported there was a discussion about Ken McNeill's DVD. Roger Johnson volunteered to work with Ken to find sponsors for the DVD to cover reproduction costs. Ken hopes to have the DVD ready for distribution in 3-4 months. Every new member and current member would receive a free copy when it is finished. Portions of the DVD will be shown during the holiday party on February 22nd.

Roger Johnson wants to enter Nord Stern in the PCA Region of the Year competition using the DVD.

Meeting ended at 9:10 PM.

Respectfully submitted by Dale Tripler
Secretary Nord Stern Porsche Club

Car Repair . . .

continued from page 13

same and my thoughts were that the engine and transmission swap would be fairly seamless. I believed that most of the parts were interchangeable and my additional costs would be minimized. Each new adventure taught me how naïve I was in my thinking. As I dismantled and put things back together, I learned, among other things; the shift mechanism and shift rod on a '71 901 transmission does not work on a '73 915 transmission; the accelerator linkage is not the same; the oil line connections to the oil tank are 26mm on a '71 and are 30mm male push on with a clamp on a '73; the clutch, pressure plate, clutch cable, throwout bearing and throwout arm are different in the two years; the starter looks the same but is also different; the '71 body must be modified to accommodate the larger 915 transmission; the '71 used a manual speedometer and the updated 915 utilizes an electronic speedometer, requiring a new cable and speedometer; etc.

Without crying too much, I was quickly overspending my meager budget on this little project. And yet, somehow all of this didn't matter because I was having the greatest time learning and working on this car. Equally enjoyable was the laughter, help and friendship of Ralph in each stage of the adventure. A great example of our camaraderie was the body modification for the 915 transmission. To fit the 915 into the '71 body, an area of about one square foot in the center tunnel must be pushed in about three inches to allow clearance. In a moment of brilliance, Ralph came up with the idea of fabricating a 1.5" diameter convex circular piece of steel welded on to an air hammer chisel and then using the air hammer to round out the area. Curt at CARS bailed us out again by welding the tool for us. Back to the garage we go, and on our backs on the cardboard covered concrete, we proceeded to air hammer the body modification. Words can't explain how tickled we were with ourselves and pleased with the professional looking results.

There is nothing quite like getting your hands dirty and seeing something beautiful at the end of the day. I spent a couple

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Left and Right Trunk views



Car Repair . . .

continued from page 15

months cleaning the oil and dirt from the engine compartment and beneath. Now, that really doesn't tell the story. The car was resting on jack stands and the engine and transmission had been removed. With cardboard covering the concrete floor, I laid on my back and scrapped off about a half-inch of combined oil and dirt that had accumulated for the past thirty years. You must see a picture to appreciate how ugly it was. Everything and everywhere these dirt particles went they left a nice oil smudge. My Tractor Supply overalls had a nice oily look and smell each day that I worked on this portion of the project. The one good thing about all this oil and dirt was that the undercoating peeled off easily and underneath there was little to no rust. Then in a real splurge of the budget, I had CARS paint the engine compartment. That looked so beautiful, I had to lie on my back again and undercoat and paint the firewall. I was having fun, and seeing progress. Not, perhaps, to others standards, but to my own.

Sometimes we measure our successes by society's aspirations instead of our own, and somewhere along the line people stop and wonder why they feel so much pressure and why they're not happy.

At this point, I looked at the dirty brake rotors and calipers and thought to myself, "now why wouldn't you overhaul those while they are so accessible?" And so, we forge off into another unknown arena. The first thing I did was break off the bracket that holds the dust shield on the back of the rotor. I soon found out that this part is no longer available but after a little searching I found one at dc Automotive in California. I bead blasted the dust shields and painted them. The calipers came off easily but using the instructions from my 101 projects book, I was unable to remove the pistons from the caliper. Ralph and I tried blowing compressed air into the caliper but they wouldn't budge. Yep, off to Curt at CARS again and I left them for his expert assistance.

This project reminded me of my '66 Shelby days when the front pistons would rust and freeze into the calipers each year. After Curt was successful in removing the pistons, I carefully cleaned and painted them silver with Duplicolor High Temperature Paint with Ceramic. I also painted the hubs of the rotors. Please don't think that I am getting too crazy here, but one thing leads to another and everything starts looking so good, well, why not? And besides,

The best preparation for tomorrow is to do today's work superbly well.

Did I mention that the rear brake rotors needed to be resurfaced? As I looked at this fairly simple problem, Ralph runs over to the garage and returns with two, almost new, rear rotors. I look at him with some astonishment and ask, "where did these come from?" "Do you remember the swap meet at the Bat Cave a few years ago," he responds. "I picked them up for practically nothing and you can have them if you want them." I didn't know

what to say, and so as is typically me, I didn't say anything. Only later, across the parking lot, did I shout out, "hey Ralph, thanks for the rotors!" He smiled warmly, as if he knew how much it meant to me and replied, "your welcome, see you tomorrow." It is hard to express what Ralph's friendship means to me. I have told him so, but not often enough. We have gotten to know each other well and although much is shared, many times it is the quiet moments with nothing said that are very special. I am reminded of a poem by Frank Herbert Sweet.

- *If you have a tender message, or a loving word to say,*
- *Don't wait tel you forget it, but whisper it today;*
- *The tender word unspoken, the letter never sent,*
- *The long forgotten messages, the wealth of love unspent;*
- *For these some hearts are breaking, for these some loved ones wait;*
- *So, show them that you care for them, before it is too late.*

Stuff. There is nothing as good as car stuff and you can never have enough tools or other stuff to work on cars. In the midst of the many restoration projects Ralph and I were working on, we started the discussion about stuff we needed. You know, important stuff, like a professional parts washer, a hoist, a sandblaster and, best of all, a compressor that is large enough to handle all of our tasks. The parts washer was easy and we found a perfect location in the garage to set it up. The hoist required a little more thought and was put on the back burner. However, the sandblaster and compressor were deemed must have items for truly professional results.

We performed our due diligence searching local shops and the Internet for the best units at the best cost. We finally agreed upon the Clarke sandblaster and ordered it from Eastwood. As soon as it arrived we found the same thing at Tractor Supply for less money. Determined to not make that mistake again, we thoroughly researched the many brands and varieties of compressors. We agreed upon a 60-gallon 7hp model from Lowes. We bought the necessary connections and after several attempts we successfully wired and then installed the air connections. We highlighted the entire process with a Griots 50' air hose return reel. Now, we were ready for anything.

The first project was to sandblast the fenderwells. There is not enough space to describe the scene of me with mask, glasses, goggles, hood, gloves crawling under the car only to have the goggles fog up and crawl out to clear them and then start over. The grunting was ferocious. Nevertheless, the blaster worked perfectly and removed all rust and debris from the fenderwells. The rest was easy, as they say. Simply clean off the sand, prep the area with lacquer thinner, spray with Eastwood's Rust Encapsulator, spray with Eastwood's Rubberized Undercoat and finish it off with a coat of satin Chassis Black. All in all, the stuff we purchased allowed me to reach my goal and produce a spectacular outcome, which prompted Ralph to say, "this looks so good you are never going to drive it on the street!" Which reminds me:

- *It must be borne in mind that the tragedy in life doesn't lie in not reaching your goal. The tragedy lies in having no goal to reach.*
- *It isn't a calamity to die with dreams unfulfilled, but it is a calamity not to dream.*
- *It is not a disaster to be unable to capture your ideal, but it is a disaster to have no ideal to capture.*
- *It is not a disgrace not to reach the stars, but it is a disgrace to have no stars to reach for.*
- *Not failure, but low aim, is sin.*

Benjamin E. Mays

"What's a pedal cluster," Katrina asked. Katrina is my patient, tolerant and loving wife. She supports my restoration habit and occasionally will ask, "when is ole blue going to be running?" You see, Katrina is also a Porscheophile, however, she enjoys driving them more than working on them. So, whenever I begin to rant and rave about a specific portion of the project, her eyes slowly glaze over and she nods her head in Venutian agreement. Someday, however distant that might be, she will drive this car! I am incredibly lucky to have such an understanding wife that supports me in this venture.

"Well", I explain, "the pedal cluster is a nice piece of German engineering that combines the clutch, brake and accelerator linkages into one unit." The problem with the earlier 911's is that they used plastic bushings and because of its location, water and brake fluid corrode and rust the unit and cause binding and sticking of the pedals. After removing the carpet and wooden floorboard, yes, Martha they did use a wooden floorboard, the pedal cluster is easily accessible. Simply disconnect the master cylinder from underneath the car, disconnect the clutch cable and accelerator linkage, remove the brake light switch, remove a couple nuts and it lifts out. To my dismay, the unit was badly rusted and the floorboard had a hole the size of a quarter where it had rusted through. The good news was that a prior owner had already replaced the plastic bushings with bronze. Now, I was left with my favorite task of patching a hole and removing and treating rust. I used some metal patch with a wire mesh backing to patch the hole and then used rust converter and rust encapsulator to hold the rust at bay.

I took Katrina out to the garage to inspect the work and she asked, "so when is it going to be running.....?"

Love her for her uniqueness as an individual; love her as a particular female with all the wonderful attributes and mystery of the female human being. Stop worrying about whether she loves you. One thing is fundamental, if you give love instead of asking for it, if you love openly, defenselessly, discarding forever the proposition, "I'll love you if you'll love me," which most people live by, then you discover a wonderful serenity in your life.

And for the answer to that question . . . Stay tuned for Part Two in the upcoming April 2008 *Nord Stern* as the saga continues.

PCA Announces Podcasting on the Web!

courtesy Vu Nguyen, Executive Director

Editor's Note: PCA this past December sent an email blast out to all members (at least to those members who have valid and current email addresses in their member profile, announcing the following service on the PCA website. I include it here for all those members who did not receive the email (and if you did not, do take the time to go online and follow the directions on how to update your member profile with PCA with current information) or for those who do not use email. It looks interesting and I confess I have not listened to any of the podcasts - it's on my 'to do' list! First comes all the work-related RSS feeds and podcasts I try to catch (and of course don't - talk about another source of self-induced stress).

This is the official launch of the PCA Podcast page! You will soon find a link on www.pca.org. For now you can go directly to the page [here](#).

Its debut includes six often-asked questions/topics.

- **Getting involved with PCA-** Guest: Vu Nguyen, PCA Executive Director
- **Tech Q&A-** Guest: Tom Charlesworth, PCA Technical Committee Chair
- **Drivers Education-** Guest: Pete Tremper, PCA Driver Education Chair
- **Concours Clean-** Guest: Phil Doty, PCA Regional Procedures Chair
- **Winterizing-** Guest: Tom Charlesworth, PCA Technical Committee Chair
- **The Art of Autocross-** Guest: Manny Alban, PCA National Secretary

Listen to each podcast on your computer by simply clicking on the speaker icon located below the topic, or right click on the speaker icon and select "Save target as" and save to your computer or mp3 player.

These six topics will remain available to the general public, however future topics will only be available to members in our secured area. So if you don't have your PCA username and password yet contact us at admin@pca.org

We'd love to get your suggestions on future topics. Simply email them to admin@pca.org



2008 Kalender . . .

March

2008

- 1 Winter Tech Session**
Maplewood Imports - see page opposite for details!
- 11 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: 9 Mile Grill, 7901 24th Ave S, Bloomington
Eventmaster: Pam Viau 651-324-5785
- 20 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com
- 27 The Complete Garage Tech Session**
Minnetonka Location 6:00 PM to 8:00 PM
Details: Josh Stenzel, 952-935-5200
- 29 Nord Stern Swap Meet**
Carousel Imports
Saturday: 10 am to 2 pm
Call Mark Bouljon to reserve your table 763-744-9170

April

2008

- 2 New Member Social**
Time and Location TBA
Eventmaster: Steve Sherf, ssherf@aol.com
- 8 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: 9 Mile Grill, 7901 24th Ave S, Bloomington
Eventmaster: Pam Viau 651-324-5785
- 17 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com
- 25 First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com
<http://www.clubregistration.net> to register
- 26-27 First Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
<http://www.clubregistration.net> to register
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

May

2008

- 4 Maplewood Imports Annual Auto Fair**
Sunday from 10 a.m. until 1 p.m.
Contact: George Andeweg at gandeweg@hotmail.com
- 10 Nord Stern Spring Tour and Drive**
Location TBA - Probably route South of The Cities
Details and Info to be announced
- 15 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis

Meet After Work . . .

? Eric Erickson at eric.erickson@theoxfordpcg.com

18 Nord Stern Autocross

Dakota County

Eventmaster: Harvey Robideau

June

2008

- 13-15 Annual German CarFest**
St. Paul Rice Park - Car Show on Saturday in the Park!
Contact Paul Bergquist, 952 937-1822
- 20 Fast Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com
<http://www.clubregistration.net> to register
- 19 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com
- 21-22 Fast Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
<http://www.clubregistration.net> to register
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com
- 29 All Porsche Show**
Roseville Central Park
Eventmasters: Phil Saari and Brian Mayer, See pg. 22

July

2008

- 14-15 Nord Stern Driver Ed at Road America**
Elkhart Lake, WI
Eventmaster: Dave Anderson 763 479-8231 or e-mail:
david@anderson.com
- 17 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com
- 25-27 Annual Club Race and Driver Ed**
Brainerd International Raceway
Eventmaster: Roger Johnson
<http://www.clubregistration.net> to register

August

2008

- 21 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com

September

2008

- 18 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com
- 19-21 Annual North Shore Fall Color Tour!**
BluFin Bay in Tofte, MN
Eventmaster: John Dixon, eyerack@tcq.net

- 26 Last Fling Driver Training**
 Brainerd International Raceway
 Eventmaster: Jon Beatty 952 449-0187 or
 jon@minnetonkasoftware.com
 http://www.clubregistration.net to register
- 27-28 Last Fling Driver Education**
 Brainerd International Raceway
 Eventmaster: TBA
 http://www.clubregistration.net to register
 Questions? - Driver Ed Chair: Andy Busche
 612 824-3547 or: andrew.busche@watsonwyatt.com
- October 2008**
- 14 Nord Stern Business Meeting**
 2nd Tuesday of the month
 Social: 6:30 pm; Meeting 7-9 pm
 Location: 9 Mile Grill, 7901 24th Ave S, Bloomington
 Eventmaster: Pam Viau 651-324-5785
- 16 Third Thursday Social at Clubhouse Jager**
 10th Ave N. and Washington/Minneapolis
 Meet After Work . . .
 ? Eric Erickson at eric.erickson@theoxfordpcg.com

- November 2008**
- 11 Nord Stern Business Meeting**
 2nd Tuesday of the month
 Social: 6:30 pm; Meeting 7-9 pm
 Location: 9 Mile Grill, 7901 24th Ave S, Bloomington
 Eventmaster: Pam Viau 651-324-5785
- 20 Third Thursday Social at Clubhouse Jager**
 10th Ave N. and Washington/Minneapolis
 Meet After Work . . .
 ? Eric Erickson at eric.erickson@theoxfordpcg.com
- December 2008**
- 9 Nord Stern Business Meeting**
 2nd Tuesday of the month
 Social: 6:30 pm; Meeting 7-9 pm
 Location: 9 Mile Grill, 7901 24th Ave S, Bloomington
 Eventmaster: Pam Viau 651-324-5785
- 18 Third Thursday Holiday Social at Clubhouse Jager**
 10th Ave N. and Washington/Minneapolis
 Meet After Work . . .Bring a Munchie to Share!
 ? Eric Erickson at eric.erickson@theoxfordpcg.com

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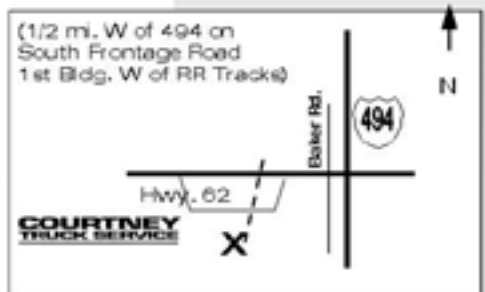


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All Porsche Show . . . The Next Act

By Phil Saari and Brian Mayer, Chair and Co-Chair

Last June Nord Stern hosted a Concours and Car Show that has been referred to as the area's largest Porsche event in recent memory. It was a milestone, as well as, a benchmark for the Porsche community. Dale Trippler did an outstanding job orchestrating all of the show components - a hard act to follow.

Brian and I have developed an outline for the next act called the "All Porsche Show". On Sunday, June 29 it will be held in Roseville's Central Park, the location of last year's Concours and Car Show.

The All Porsche Show will be campaigned as the area's largest Porsche event. The Show will include a judged Concours, as we have had in the past, with the awards being given at the event. A car show will be held with all Porsches encouraged to park in the car show area. Awards will be given to the top three "favorite" cars as judged by the public. In addition, there will be a vendor display area where Nord Stern advertisers and other automotive retailers will be invited to display items related to Porsche car needs. These three components will provide participants and spectators a well-rounded Porsche experience. The proceeds from the event will be donated to the Courage Center as they were last year.

The All Porsche Show is one of many events in the City of Roseville's Rosefest celebration. They felt our participation last year was a nice addition to their schedule and invited us to return. Nord Stern is privileged to have this opportunity.

Each month additional details of the All Porsche Show will be provided in the Nord Stern newsletter. Brian and I can not manage a show of this magnitude alone, and are looking for people to assist with defined tasks. This is a club event and part of the experience is in the making. Let me know if you can help - my e-mail is ps356er@yahoo.com and my telephone is 651-484-0303.

Remember - Sunday, June 29
the All Porsche Show - an event to behold!

Great Quotes, Part Two

Compiled by Keith Jones . . .

"Experience is a hard teacher because she gives the test first, the lesson afterward."

- Vernon Law

"It's a little like wrestling a gorilla. You don't quit when you're tired- - you quit when the gorilla is tired."

- Robert Strauss

"Michael, I want you to drive flat out. I want Porsche to win Le Mans".

- David Townsend, LeMans

"Lotta people go through life doing things badly. Racing's important to men who do it well. When you're racing, it's life. Anything that happens before or after is just waiting".

- Michael Delaney, LeMans

"When I see something really horrible, I put my foot down. Hard! Because I know that everyone else is lifting his".

- Jean-Pierre Sarti, Grand Prix

There is no terrible way to win. There is only winning.

- Jean-Pierre Sarti, Grand Prix

"There are fewer than thirty men in the world qualified to drive Formula One; a mere half- dozen, perhaps, to win. At this moment, I am inclined to think you are not one of them".

- Agonstini Manetta, Grand Prix

"You ride it (fear) like a skeleton horse through the gates of hell, and then you win!"

- Susan to Ricky Bobby, Talladega Nights

"You need to grab a hold of that line between speed and chaos, and you need to wrestle it to the ground like a demon cobra."

- Susan to Ricky Bobby, Talladega Nights

"No, no, he didn't slam you, he didn't bump you, he didn't nudge you... he *rubbed* you. And rubbin, son, is racin'."

- Harry Hogge, Days of Thunder

"To drive a car with no brakes after 5 laps is just not my cup of tea . . . the guys who raced these cars are my heroes!!!"

- Derek Bell on his AC Cobra

As he rips the rear view mirror off the Ferrari Daytona Spyder . . . "What's behind me does not matter"

- Raul Julia in The Gumball Rally

"If I beat you, you have been beaten by an old fat guy . . . But if you beat me. all you did was beat an old fat guy!"

- Ken McAdam

"If you have the means, I highly recommend picking one up".

- Ferris Buehler

"I think it is a wonderful way to spend six or seven seconds."

- Stirling Moss, who when asked about his thoughts on drag racing,

" Wall, Bad. Finish Line, Good."

- Unknown

"If you can leave black marks from the time you exit a corner till you brake for the next turn, then you have enough horsepower"

- Mark Donohue, commenting on his 917.

"Its a good thing there is not 48 hour racing because nobody could beat Porsche"

- Carroll Shelby

"Going fast costs money, how fast do you want to go?"

- Unknown

"Violent acceleration is expensive. Violent deceleration is even more expensive . . ."

- Unknown

"To add speed, add lightness."

- Colin Chapman

"Ya win some, ya lose some, ya wreck some."

- Dale Earnhardt

"Go THAT way really fast. If something gets in your way, TURN".

- Charles Demar - Better off Dead

"He's gotta stop. He's gotta see us."

- James Dean to his mechanic just before the crash.

"Never buy a car you can't push".

- Unknown

"Drive responsibly. It's not only cars that can be recalled by their Maker".

- Unknown

"It may be that your sole purpose in life is simply to serve as a warning to others."

-Unknown

"Some mistakes are too much fun to only make once".

- Unknown

When everything's coming your way, you're in the wrong lane.

- Unknown

Carmudgeon Chronicles . . . Dim Bulbs

by Ken Kamstra

*“And, lo, it has been decreed
that in this earth’s darkest
hours, only Dim Bulbs shall
light our way.”*

Haven’t been following the news? Allow me to fill you in. It’s the law: only those weird, dim, mercury-filled “Curlee-Q” bulbs will be allowed in our homes – and our garages – from now on.

Senator Willard E. (Willey) Sayvuss is the proud sponsor of the infamous “Curlee-Q” law.

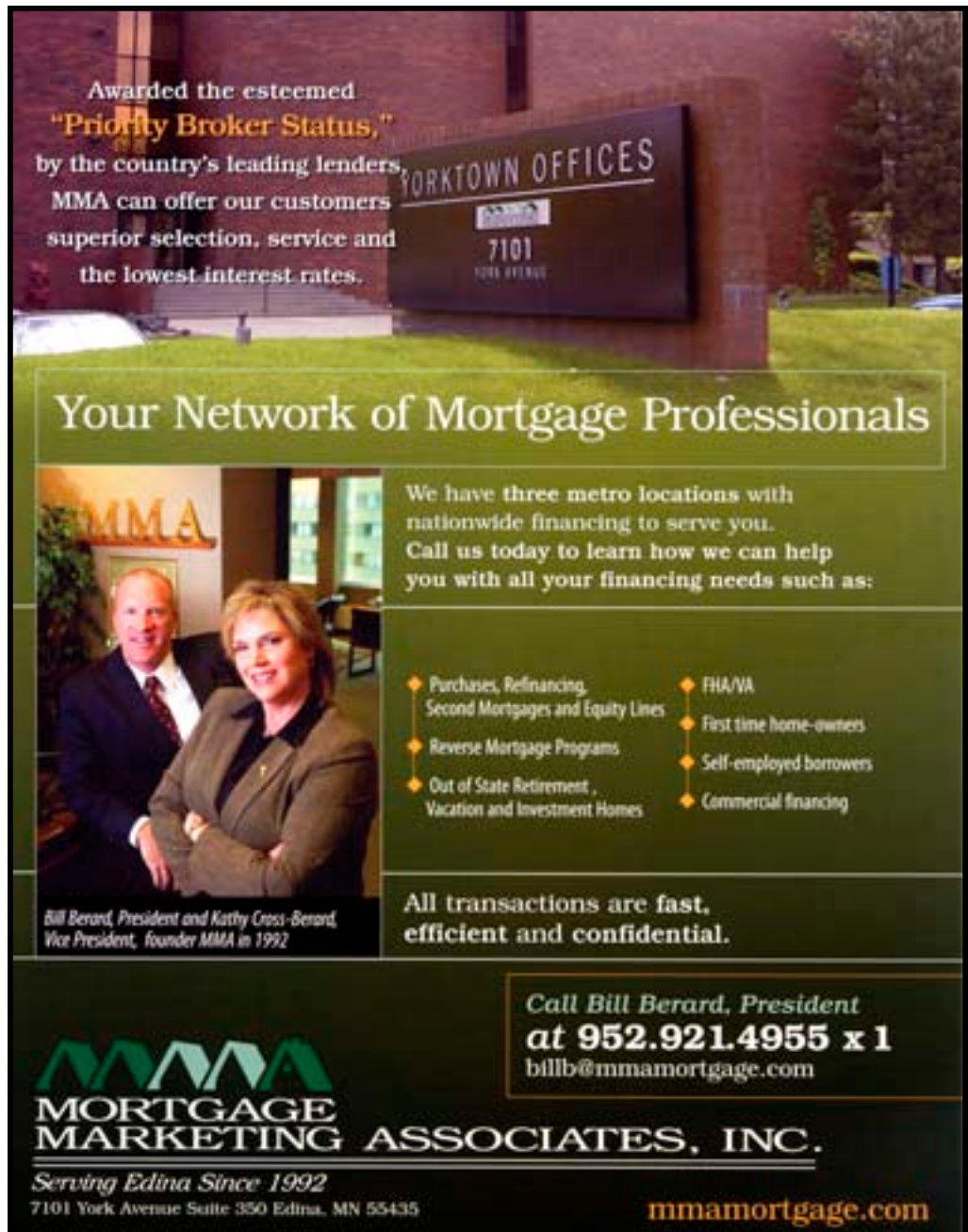
“They will last ten times as long as those old fashioned, energy-sucking incandescent bulbs,” brags the senator.

He has a point but shouldn’t the good senator talk about the ten times extra cost too? Break one of these “Curlee-Q” puppies and it will cost you even more. Say about \$2000 to decontaminate your house from the spilled mercury. To decontaminate, you gotta’ throw open every window in the house. Never mind that it might be 30 below and snowing. Come on, Senator Sayvuss, get real!

Then, maybe I’m the one that needs to get real. The Planet Police rule after all. In times like this, there is only one escape, one sanctuary.

My garage. My Shrine. A refuge from an auto immune world. A screwed up world where folks – terrified of “global warming” – are snapping up “hybrid” cars. Clumsy contraptions that make funny sounds or no sounds at all. Minnesota is trying to one up them all. They have a committee looking into the possibility of raising a new breed of hybrid kid who will hate cars and presumably opt for energy-frugal light rail or buses. Lordy!

Here in my world is the surgically lit Ken Kamstra car collection. Not over priced cars bought at auction, these are my beloved, bought-new wheels. There’s eight of them. Each is a



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chapter in Kamstra family history. When the kids were young, 1969, when we drove to California just for the hell of it. Each has been kept in gleaming mint condition. I couldn’t bring myself to sell any one of them.

These are cars that still make real car sounds. They growl. They rumble. They burble. They turn you on when you turn them on. Not one has ever been defiled with a drop of Ethanol.

I didn’t plan it that way but maybe -- as the Planet Police close in --- my shrine will become a museum of the way it used to be.

If this Carmudgeon column doesn’t appear anymore, it may be that I have been arrested and hauled off by the Planet Police for using forbidden light bulbs.

Please wish me an early parole,

2008 Season Kick-off



New Member Reception Wednesday, April 2, 2008

- A special invitation to our new members and Porsche owners who may be thinking of joining the club. This is a great opportunity to find out more about Nord Stern's activities and to meet other new members.
- A special invitation to existing members to meet our new members and to learn about this year's events.

We will have Video Presentations on:

- *Driving schools*
- *Concours*
- *Rally & Cruises*
- *Social events*
- *Charity Events*
- *Low speed autocrosses*
- *High speed track events*
- *Club racing*



Please join us at 6:30 PM at the Embassy Suites – Airport in Bloomington (I-494 and 34th Ave) for a pizza buffet including salad, soft drinks and cookies for \$15.00 per person. Cash bar will be available.

Please RSVP with Membership Chair Steve Sherf at 952-471-1054 (ssherf@att.net) by Monday, March 31, 2008. Just leave your name and number of guests that will attend; pay at the door. Family members are welcome!



Just a Few of the Many Smiling
Faces of Nord Stern . . .

Where We Were - Where We Are - 50 Years of NS

Nord Stern Vintage...from the old Nord Stern Newsletters

by Ron Faust

"Know your history or you might have to repeat it" doesn't really apply to our car hobby but any automotive history gets interesting for most of us who have been doing the car thing for a while. Long-time Nord Stern member Gordon Doering has contributed his newsletter back issues to the club. While some of the old newsletter information is quaint, occasionally you see something that boggles the mind; are we on the same planet?

August 1967

- Two issues are included that are more than 40 years old! August, 1967 is a one page

mimeograph (the faded purple print your parents had to use in grammar school).

Barely legible now (or then), events in include two rallies and an Afton hill climb, as well as a Nord Stern Annual Apple River Float.

September 1967

- Three pages are included in a stiff paper mailing cover. The words "For Swingers" between a Porsche emblem and a young woman on a swing adorn this cover. This one page newsletter is faded even worse.



- Two pages of rules sheets are enclosed for an upcoming "Saturday" October 14 Nord Stern Concours d'Elegance at West Side Motors. *If we assume this was the first Nord Stern Concours, the one we enjoyed last summer could have been the 40th!*

March 1971
Intervening issues are not found (yet), but more pieces of Nord Stern history are picked up in August 1971

- Carousel (502 Excelsior Ave, E in Hopkins) lists 3 914/6's for sale this month!

August 1971

- A two page article and photo laments the death of Pedro Rodriguez who died July 11 in the crash of his Ferrari in the InterSerie race for Group 7 cars at Nurenberg. A tire had separated from its rim during braking.
- Total expenses for a "Mini-Parade Weekend at Donnybrooke" were \$1284; the event was \$146.73 in the black.
- Maplewood is Schmelz Porsche Audi, 2780 Maplewood Dr.

November 1971

- Jo Siffert was killed at Brands Hatch in a flaming crash of his BRM P160 in the final Formula 1 race of the season. He had been promoted to fill Rodriguez's position.

Keep watching upcoming newsletters for future installments of 'Where We Were . . .' as Ron shares more of his discoveries and I scan more older pics! This is great fun and if you have some gems stashed away from earlier Nord Stern years - please share (and I am happy to scan material and return the originals



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VELOCITY: THE ART OF MOTION JUNE 28-AUGUST 3, 2008

Largest automotive fine art exhibition in the United States.

The invitational exhibition, curated by Michael Jekot, will include paintings, sculpture, photography, illustration and collage by 50 international automotive artists. The exhibition will be enhanced by public events as listed below:

Velocity Calendar of Events at the Hopkins Center for the Arts

- **Sunday, June 29;** Exhibition Public Opening Reception (4 - 6 pm)
- **Wednesday, July 9;** Vintage Race Car exhibit sponsored by the VSCR Club of Minnesota Mainstreet DT Hopkins in front of the Arts Center
- **Friday, July 18;** “Cars & Guitars”, Public concert, Guitar-inspired artwork and art making, Hopkins Center for the Arts and Mainstreet
- **Saturday, July 26;** Velocity: Automobilia, Toy, Book & Literature Fair (8:30 am - 3 pm) Jaycee Studio, Hopkins Center for the Arts
- **Sunday, August 3;** Exhibition Public Closing Reception (4 - 6 pm)

NORD STERN

Spring Tour

Saturday May 10th

Join us for a casual spring drive on great Minnesota roads & lunch at the foot of Hermann Heights Monument in New Ulm Minnesota. If weather permits you can climb to the top of the monument for a beautiful view of the surrounding area.



Date: Saturday, May 10th

Start time: 9:30am.

We will be leaving the lot at 10:00am.

Start location: Diethelm Park in Victoria in the Field House parking lot.

End location: Hermann Heights Monument in New Ulm

We will be serving a box lunch from Olde World Deli and catering in a covered shelter house in the Hermann Heights Park. Cost will be around \$7.00.

For a registration form and to make a lunch selection please send an e-mail to Mike or Lori Lancial thelancials@msn.com.

**All participants must sign waiver
All drivers must be 18 years of age or older to participate in this tour.**

Please help us out by registering sooner than later so we know how many participants we will have.

Thank you~

The event will be open to the first 40 Nord Stern club members who register by May 4th, 2008.

The event will be open to non Nord Stern club members if space is available.

No registration will be accepted the day of the tour.

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Tech Quiz . . .

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

1. The distinguishing external feature of the 356C was the new wheel and hubcap design which signified:

- a. ABS brakes
- b. Four-wheel disc brakes
- c. New drum brakes
- d. None of the above

Excellence, Vol. 1, page 220

2. The 356C was available with a relatively rare Porsche body style:

- a. Targa
- b. Cabriolet
- c. Cabriolet with a removable hardtop
- d. Fastback

Excellence, Vol. 1, page 221

3. A 1964-model 356C was available with which of the following engines?

- a. 1300 Super
- b. 1500 Sport
- c. 3.0-liter flat six
- d. 1600SC

Excellence, Vol. 1, page 222

4. Production of the 356 officially ended in mid-September of 1965.

True or False

Excellence, Vol.1, page 225

5. The grand total of Porsches made under the Type 356 banner was:

- a. 175,000
- b. 76,303
- c. 91,000
- d. 40,810

Excellence, Vol. 1, page 225

6. The 1981 911SC did not use a three-way catalyst and lambda sond (oxygen sensor).

True or False

Porsche 911 Story, page 76

7. In 1987, the 911 Carrera acquired a new transmission, what was the Type number?

- a. 915
- b. 996
- c. G50
- d. None of the above

Porsche 911 Story, page 84

8. The displacement of the 911 engine changed for the 1984 model year from:

- a. 2.4-liter to 2.7-liter
- b. 4.0-liter to 5.0-liter
- c. 4.5-liter to 5.4-liter
- d. 3.0-liter to 3.2-liter

Porsche 911 Story, page 113

9. The 1989 911 Carrera had a standard road wheel diameter of 16 inches.

True or False

Porsche 911 Story, page 199

10. The 911 Cabriolet was first shown at the 1981 Frankfurt auto show with what engine?

- a. 3.2-liter six cylinder
- b. 3.3-liter Turbo
- c. 4.0-liter eight cylinder
- d. None of the above

Porsche 911 Story, page 195

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



Photo Above (courtesy Porsche Motorsport) Twenty-eight Porsche race cars – four Daytona Prototypes powered by Porsche and 24 Porsche 911 GT3 Cup racers – got together for an early-morning group photo at the Daytona International Speedway in preparation for the first practice session for this year's Rolex 24 Hours at Daytona starting January 26.

Two of the cars – the DP class #58 Brumos Racing Porsche Riley of Darren Law/David Donohue/Buddy Rice; and the GT class #67 TRG Porsche 911 GT3 Cup racer of Romain Dumas/Spencer Pumpelly/Bryan Sellers/Tim George, Jr. - were fastest in their class after the first two-hour session on Thursday morning.



Thanks to Rick Moe for an update on the above photo:

Hank Godfredson, as identified is kneeling before the #74 Porsche . . . the two other Nord Ssterners are on the left Charlie Lloyd and on the right is Dudley Davis, the car's owner. I had built and prepped the car. Location was my shop in Mound around 1982. From the number on the car we were getting ready for the IMSA race at BIR that year. We had just run at Sebring IMSA under #77, pulling off a 5th place in GTU. Car also ran in SCCA C Prod. Charlie is still here in the cities, might still be a member of NS. Dudley moved to Florida years ago. The car has changed hands a number of times and is now owned by Ben Robertaccio Jr.

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Ground Breaking Four-Door GT to be Offered with Porsche Hybrid System

courtesy PCNA

ATLANTA--(BUSINESS WIRE)--Jan. 7, 2008--Dr. Ing. h. c. F. Porsche AG, Stuttgart, announced today that it is developing a hybrid drive version of its highly anticipated four-door Gran Turismo. The Panamera Hybrid will utilize the same gas-electric drive concept as the Cayenne Hybrid that comes to market at the end of the decade and will claim a remarkable 30% reduction of fuel consumption.

The full parallel hybrid system of the Panamera will be configured with the battery unit positioned below the luggage compartment, and hybrid module, comprising of an additional clutch and electric motor, will be between the engine and transmission. Depending on driving conditions, the hybrid module has the ability to disengage either the combustion engine or the electric motor, or to combine both drive systems as one joint power unit. This flexibility results in benefits such as a zero emissions driving mode, fuel savings in both city and highway driving and maximum performance when desired.

The Panamera, which represents Porsche's fourth model line, will make its world debut in 2009 and promises to redefine the Gran Turismo category by featuring a unique design package that will afford equally generous front and rear space and seating comfort for four while retaining the sporting and unmistakable

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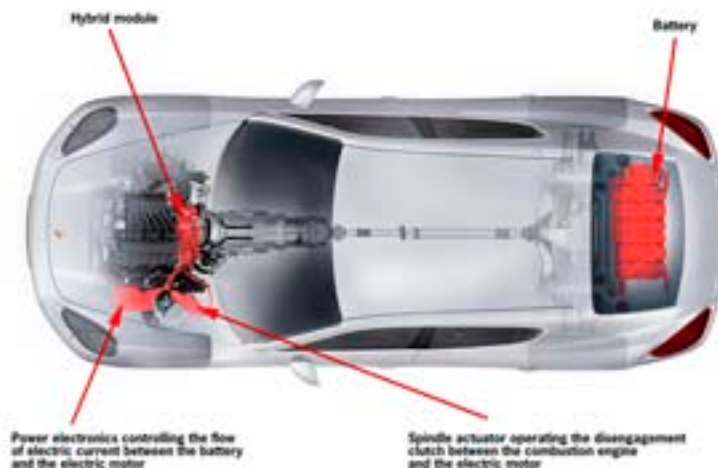
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driving dynamics of every Porsche. Introduced initially with traditional drivetrains, the hybrid version of the Panamera will be offered at a later date.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h. c. F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 212 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

Panamera Hybrid



Ted's Technology, Trivia and Tidbits

by Ted Glaser, Florida

Technology and Business:

Yu Zhifei, a Chinese GP executive has been sentenced to four years in jail for embezzlement. The former Shanghai city official was the general manager of the Shanghai International Circuit. He was found guilty of embezzling \$144,000 in public funds in order to buy himself a house. His light sentence was the result of a deal in which he admitted his crimes. Yu is one of several Shanghai officials to have been implicated in a scandal relating to the misuse of government pension funds. This resulted in the downfall of Chen Liangyu, the city's most powerful official. He is awaiting trial but has already been expelled from the Communist Party's powerful Politburo.

For the first time, the price of an Imperial Gallon (160 oz/5 US quarts) of gasoline is poised to hit £5 (~\$8 US gallon) at some UK stations.

Honda is confident that energy companies will respond to demand and establish refueling stations capable of filling fuel cell cars with pressured hydrogen. If they do not, Honda can always sell owners its own Home Energy Station, which extracts hydrogen from natural gas and then pressurizes it for use in the car.

French long-distance truck drivers have sparked alarm with a new pastime for beating boredom at the wheel: watching television. Police have been ordered to keep a close watch on the cabs of *poids lourds* (heavy goods vehicles) after reports that drivers are putting their feet up on the dashboard and watching videos or playing computer games while steaming along at the regulation 90km/h (56mph).

To take their eyes off the road, they have devised a technique for "driving by ear", according to *Le Figaro*, which started a scare with complaints from motorway maintenance workers. When traffic is not too dense, the driver sets the cruise control and puts the truck's right wheels on the band that marks the edge of the hard shoulder. These are often ribbed, making a noise and alerting sleepy drivers that they are heading off the road.

As of December 26, China's premier motor manufacturer, Shanghai Automotive Company, acquired the operations of Nanjing Automotive, the Chinese car manufacturer which purchased the MG brand in 2005. The Shanghai Automotive Company had already bought the intellectual property rights to the MG Rover designs, so with SAIC now owning the MG, Morris, Austin and Austin-Healey names (all purchased from Nanjing last month), a whole group of former BL names are now together again.

McLaren's website states the following about its wind tunnel:

"Using 400 tonnes of steel between 8-10mm thick, the wind tunnel's construction was the equivalent of building a fairly large ship. It is 145 metres long and six metres square at its widest point. The air is driven round by a giant fan, four metres in diameter, which rotates at up to 600rpm. At start up, the fan pulls over one megawatt of electric power, taking so much out of the local grid that numbers per hour are limited by the Electricity Board. The fan sucks in air from outside in such volume and at such a rate (15 cubic metres per second) that if the building were sealed, the walls would implode. Operating at full throttle the wind tunnel generates 1500kw of excess heat and energy, so it requires 6,000 litres of chilled water a minute pumped through a nine-tonne radiator to cool it."

Delta Motorsport, based near the Silverstone grand prix circuit in Northamptonshire, is working on an all-electric four-seater under the working name of Ulev, standing for ultra low emissions vehicle. Delta, established three years ago and more accustomed to making high-powered cars for race series, says its electric car will do 0-60 mph in 6.5 sec and has a top speed of 110 mph and a range of up to 300 miles, thanks to a light monocoque chassis made of a carbon composite and its aerodynamic shape.

It easily exceeds the 100 mpg-equivalent target in mixed motoring, and if customers were prepared to accept a reduced range – about 180 miles – it could be increased to the equivalent of almost 400 mpg. It uses lithium-phosphate batteries, a type of lithium-ion battery of the sort used in mobile phones, but less prone to overheating and with a longer life. The company plans to sell the cars for £20,000-£25,000 (~US \$40-50K).

After 12 years of selling the Elise and its derivatives, the final touches are being put to the Eagle, a Lotus new from the wheels up. It will be bigger than the Elise, more luxurious, and will be the first Lotus in 15 years to be equipped with rear seats. Power will come from a V6 Toyota engine mounted behind the seats, and the car will be built using the bonded aluminum construction technology that makes the Elise so strong yet so light.

It will come in various guises – a coupé will likely be first, followed by a convertible, and with prices starting at around £45,000 (~US \$90K), it will be pitched directly at the fabulously capable Porsche Cayman S. US versions are not planned at this time.

In the UK the number of motorists caught drink-driving over Christmas fell by almost one fifth over the previous year.



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Police in England and Wales carried out more than 155,000 breath tests during last month's campaign – 6 per cent up than in 2006 – with 7,800 tests proving positive. The total compared with 9,700 drivers who were over the limit during the Christmas period in 2006.

The number of drivers who were found to be under the influence of drugs also fell from 251 to 153, according to the Association of Chief Police Officers.

In 2007 General Motors Corp. became the first global auto maker to sell 1 million vehicles in China during a calendar year.

Overall, Toyota delivered 197,189 vehicles in the U.S. in November 2007, including Lexus and Scion models, up 0.3% from year-ago. It was a record month for the Toyota Div., with total deliveries of 172,341 units, including a best-ever 98,749 car sales for the month.

The most promising line of biofuel development now focuses on butanol, a fuel that potentially can be produced by fermentation from a diversity of organic material, including waste products from industrial processes, thus ensuring that the raw materials and harvesting involve no extra emissions.

The molasses left behind by sugar production is one of the most suitable bases; whey from cheese production is another possibility. Butanol has several advantages over ethanol: it has a higher energy output, is easily blended with diesel and, because it is less subject to evaporation, is easier to transport.

Trivia:

An Alfa Romeo sports car that once belonged to Benito Mussolini is expected to fetch nearly £1 million (~US \$1.5 M) at auction in February. Mussolini had the 100 mph dark red two-seater 6C 2300 Pescara Spyder built in 1935. He had the engine tuned from 68 bhp to 95 bhp and it was driven in the 1936 Mille Miglia, the road endurance race round Italy, by Mussolini's chauffeur, the former Alfa Romeo test driver Ercole Boratto.

Anniversaries:

1958 – Mar 16: On this day in '58, the Ford Motor Company produced its 50,000,000th car, a Thunderbird. Ford averaged nearly a million cars each year since the company's inception. Ford and GM are the largest car manufacturers in the U.S. To put their relative sizes in perspective, on this day in '66, GM produced its 100,000,000th car, an Oldsmobile Toronado. GM's larger production is the result of always having been a conglomeration of automotive companies, while Ford was, for a very long time, a centrally run, vertically administered family business.

1961 - Mar 16: Jaguar Cars Ltd. introduced the XK-E, or E-Type, at the Geneva Auto Show. The E-Type was the successor to the C- and D-Type Jaguar that had earned the company's reputation for racing excellence. The D-Type, with top speed of 170 mph, captured 1st place at the 24-hour race at Le Mans in '55, '56 and '57. In '56, Queen Elizabeth II knighted Sir William

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Ted's Technology . . .

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Lyons, Jaguar's founder, to recognize his achievement in bringing Jaguar to the heights of the international sports-car world. In '57 a massive fire at the Jaguar factory halted the further development of Jaguar race cars. The disaster left many wondering whether Jaguar Motors had not already seen its best days in the successful '50s. The release of the E-Type in '61 signaled an impressive return by the British racing giant. The E-Type did everything the D-Type had done & more. With a top speed of 150mph & a 0 to 60 time of 6.5 seconds, the E-Type engine growled loudly. What's more, the E-Type averaged an unheard of 17 mpg. By the mid '60s, the E-Type had become the most famous sports car in the world; today the E-Type is cherished as a car of beautiful lines & precision engineering.

Crystal Ball:

2008 –The F-1 Q3 session which was previously 20 minutes in length will now be reduced to just 10 minutes which will give the teams time to do two or perhaps three qualifying runs for those who wish to try for a better qualifying position.

There is now talk that once qualifying is over the weights of the cars ought to be published so that the media can explain what happened in the knowledge that they are not guessing strategies. There is a decent argument that this makes sense given that

teams cannot change the settings of the car at that point and the knowledge of who is running what may add to the interest in the race - and will make it easier for TV commentators to explain what is going on.

2009 - Mazda Motor Corp. has announced it would begin marketing its Premacy Hydrogen RE Hybrid in early 2009. The hybrid vehicle offers 40% more power than the experimental hydrogen/gasoline-powered RX-8 Hydrogen RE, which launched in 2006 and to date has been leased to eight research institutes and local governments in Japan. Beginning next summer, Mazda will provide another 30 units to HyNor, a Norwegian project promoting hydrogen transportation.

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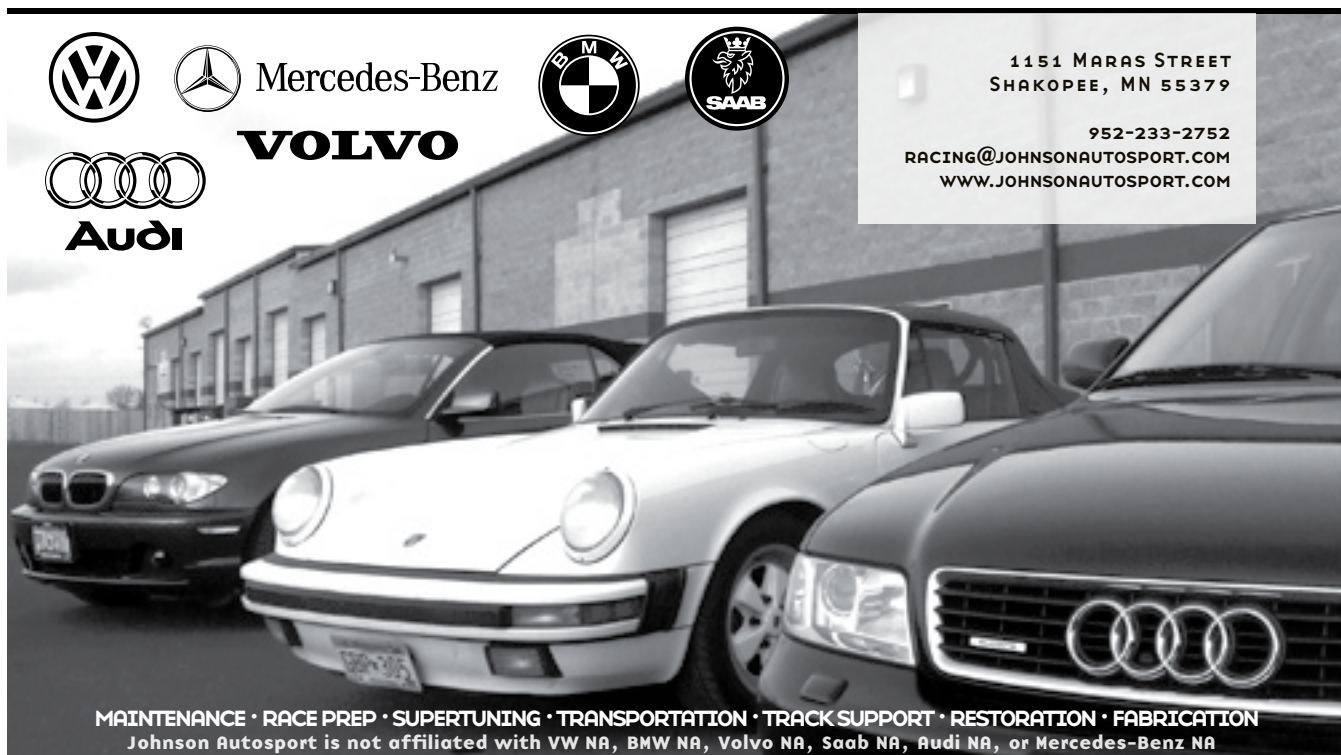
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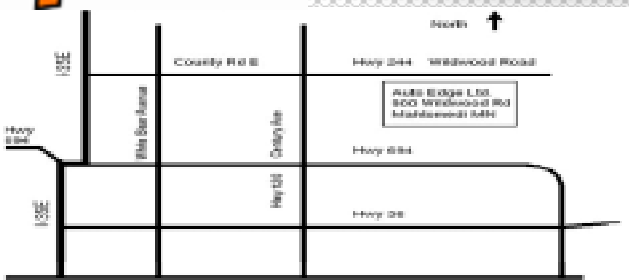
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