



Nord Stern

October 2009

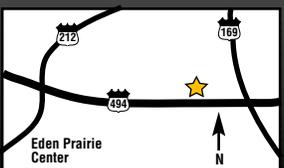




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As Christie knows, I need to be reminded of the due date for my column each month. It's not because I don't enjoy writing it (I do) or because I'm necessarily a last-minute person (okay, I am sometimes). It's because the months just fly by. So here I am writing the October column already. Lead times being as they are, I decided to take advantage of a certain special event to provide the inspiration – Last Fling at BIR.

It's a well organized event thanks to **Jim Bahner** and **Steve Meydell** our Eventmasters. The Drivers Training school on Friday produced some great new novice drivers and was well run thanks to **Ron Johnson** and **Jon Beatty**.

The weather doesn't get any better than this. It's in the upper 70's, blue sky, little wind – a perfect Minnesota day. The kind of day we hope to have for a track event and the kind we really appreciate this late in the season. So, with all that as the backdrop, I sit here between run groups writing this on my laptop in the car.

Looking around the paddock, despite a lightly attended event, there's lots of activity. First of all, the cars on the track catch your attention. If you're in the paddock, every time a pack goes by turn 10, the decibel level picks up. When the tire squealing reaches a certain level and duration you know it's a spin. People stop what they're doing and look up to see if they can identify whose car it is. Assuming the squeal isn't followed by any more scary noises, the event provides fodder for a little good natured ribbing from his/her friends when the driver comes in from the track. Of course, any experienced driver who has spun a car before understands the art of coming up with excuses – “worn out tires”, “slippery track”, “the wind”, we've heard 'em all.

The paddock isn't the only place to see the action. The infield is often better. I spent some time sitting under a big oak tree near turn 3. This is the spot to see just how well these cars can slow down. The track demands that you go from what is nearly the



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fastest part of the course to the slowest for a sharp right-hand corner. There's lots of braking and shifting going on and it's truly a test for both drivers and cars. And tons of fun to watch.

Back in the paddock, there are a lot of people scurrying around working on their cars, hanging out talking with each other, or just sitting in the shade reading a book. The conversation ranges from car issues and ideas for winter car projects (including offers to help one another with those projects) to upcoming events that people are looking forward to like the Fall Color Tour. Of course, not all the conversation is about the cars. People talk openly about their work, families, and other things that are part of life. It's clear that we are all among friends here and that's a great reason for coming back to these events over and over.

Speaking of Nord Stern friends – I want to give a special thanks to **Steve Sherf** who is moving and consequently giving up the role of Membership Chair that he has so expertly filled for many years. Thanks so much Steve! And thanks to those willing to shuffle things and fill his shoes. **Ed Vazquez** is our new Membership Chair, with **Jim Bahner** stepping up to handle Advertising in place of Ed. Thanks everyone!

So many roads to drive, so little time. Enjoy!

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(and returning members!)

We hope to see you at upcoming events!



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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.

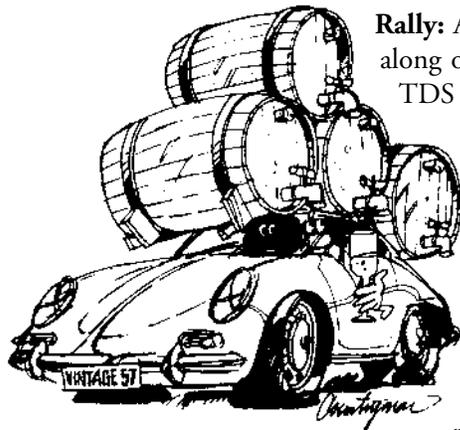
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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. 3!

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.



While it is true that eras come and eras go, that doesn't mean it's ever easy to make a change. And change is something the newsletter has not seen much of over the past (argh, I hate to admit this!) 15 years of being editor. But it is with a big degree of gratitude that we say goodbye to long-time Membership Chair **Steve Sherf**, and a big hello to **Ed Vazquez** who is stepping into that role while **Jim Bahner** takes over the reins as Ad Manager. I recently wrote to Steve, who shortly will be moving out of Minnesota the following:

Steve, I will miss you hugely! But of course we wish you all the best and with email we certainly hope you keep us updated and in touch. It's been a pleasure working with you over all these years and I dearly appreciate your efforts to keep our membership current and happy . . . not always an easy task. I think you have been doing Membership ALMOST as long as I have been editor (not quite, but close!).

Ed, you will have big shoes to fill . . . I am sure we can make an easy transition here and anything I can do to support your work you know I am happy to do.

And Jim, I look forward also to helping you with regards to our advertisers (not that I do much of anything!).

I think we all can continue to combine our efforts to produce a monthly newsletter that serves the membership well. Thanks to you all for helping out with this very important piece of Nord Stern. Go team!

As always, 'Getting there is half the fun AND It's The People!'. -Christie

And Steve so graciously responded - and I wanted to include this as I believe his last sentence truly 'tells it all!' and

could easily be my mantra and many other committed and dedicated Nord Stern volunteers'. In fact, I'd say it's a universal statement that everyone should keep close in their heart and mind:

*"Thank you all for your kind words. I have gotten so much out of the Club its a pleasure to have been able to give something back. **There is no substitute for active involvement in creating a meaningful experience!"***

- Steve Sherf

Steve, I couldn't have said it better and how incredibly true it is. There is no substitute for just getting involved - the club is what we, as members, make of it! I could go on and on about the joys and trials of volunteer organizations and clubs but I think Steve said it all in that one, very succinct, sentence.

Wishing you well in North Carolina, Steve, from all of us here. You will be missed. But welcome to Ed and Jim!

Garage Stalls at BIR . . . Rentals Available!

After much discussion, the club will rent the garages for Friday, Saturday & Sunday for our upcoming 2009 Driver Ed events of First Fling, Club Race and Last Fling. We'll only rent Saturday and Sunday for the June Fast Fling.

To keep things simple, the rentals will be for the ENTIRE event. There will be no two-day rentals (or 1 day rental) on the three-day weekends. This will allow those coming up to the track on Fridays access to the garages, even if they are only participating Saturday and Sundays.

Cost will be \$60 for Friday through Sunday. The June event will cost \$50 for Saturday and Sunday. There are 38 spots available. We hope to have the reservation option for the garages added to clubregistration.net. Questions, call Bret Bailey.



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Letters to the Editor . . .

Labor Day Picnic

P.S. The Rochester Labor Day Porsche Picnic was a great time today! Thanks JB for putting it together again this year. Thanks to Wanda Prescher for allowing me to escort her to the picnic in the 356! What a great day!

– Andrew Mulholland
FindCars.com Inc.

Last Fling

Iwould like to thank everyone who volunteered their time for Final Fling. For those of you who couldn't make it, this was easily the best "track time" value of the year. The weather was spectacular, the run groups small and the sessions long. If you didn't wear out something this weekend, you weren't trying hard enough. :)

So to Jim, Dave, Steve, Bob, Kim & Keith, the corner & safety workers, and anyone I might have missed, thanks for a great weekend.

– Michael John, #217

Advertiser

Thanks to everyone for the suggestions on auto body shops. Janine made an appointment with Raymond's and we took the Mazda there. It was a very good experience and we are very happy with the work and service we received from Raymond's.

–Thank You, Todd Knettel

Gimmick Rally Thanks

Thanks for everyone who participated in the Rally this year. The weather couldn't have been any nicer. We had 19 cars run the route, and everyone seemed to have a great time, with the exception of Chris and Becky who's car died on them and had to have it towed home. But they are fine and that's the most important.

Also, a BIG thanks to Maplewood Imports for offering the use of their facility and for providing great treats and coffee. Thanks Sheila and Doug for having us as your guests. The new look is wonderful and the warm welcome was really appreciated by all.

– Dale Trippler

Thanks to all of the rally participants who stopped to check on us and make sure we were okay . . . some even backed up down the road which threw off their rally mileage!

And special thanks to the Lancials who used their AAA

membership to call a tow truck and waited with us for an hour until the tow truck arrived and our car was loaded on the flatbed. It's one more example of the great people in the club who are willing to go all out for their fellow club members. Thank you!

Dale, we'll take your advice and drive the GT3 next year instead!

– Becky and Chris Dvorak

Yes, a big thanks to eventmasters Dale "Tiger" Trippler and Scott Welz! Also, thanks to Jo Harkins-Craven for assisting with the rally registrations and to Teri Welz for the Welz family hospitality and after-rally barbeque.

Finally, thanks to Sheila and Doug at Maplewood for the breakfast treats at the starting line.

The Rally Gods were in our favor as both the scenery and weather were perfect. Those of us with Targas and Cabriolets especially enjoyed the day as we could finally pop the tops without fear of rain. Shetland ponies, and horses and cows (oh my!) could be seen enjoying the gorgeous summer day as well.

Congrats to the top three rally winners: Pat and Susanne Clay, Ed and Ali Vazquez, and Bruce and Christie Boeder. Look for rally photos in a future edition of Nord Stern.

– Fred "Last Car Out" and Jill "Car Hop" Daneu
'02 Lapis Blue Targa

Thanks to everyone who helped with the rally today. A very nice route, interesting questions, great food and of course, great people to share it with. Thanks also to Doug Mulder, Sheila Andrews, and everyone at Maplewood Imports who helped.

– Steve Thompson

And ditto from the Boeders who had a great time on the Gimmick Rally today (but who can't believe they blew the question they did! Rematch time...!). Very fun, nice route and scenery.

– Bruce Boeder

Iwould like to offer my thanks to Dale Trippler, Maplewood Imports, and Scott Welz for opening up his home to host the picnic get together afterwards. The wife and I had not participated in a club event together before and had a very good time with everyone on the rally today. What a beautiful day to see some excellent scenery and some cool cars out on the road.

Regards, Brian Gale

For everyone at the Rally who wanted the recipe for the chocolate chip cookies, Linda provided it and I am sending it to you for her.

Continued on page 17

NORD STERN OCTOBER 2009



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PCA Zone 10 Calendar

Courtesy Doug Pierce, Zone 10 Rep

OCTOBER 2009

- 1-4 PCA Escape to the Birthplace of Aviation, Dayton, OH
- 3 Fall Color Tour St. Louis
- 11 Autocross Wichita
- 16-18 Fallfast DE at Heartland Park Topeka Kansas City
- 17-18 Fall Carrera Classic Drivers Education, Gateway International St. Louis
- 17 Oktoberfest Rally Kansas City
- 17 Dawn Patrol & Sweetest Day Celebration Dakota
- 17 Garage Crawl Wichita
- 18 Fall Leaf Tour & 40th Anniversary Celebration Central Iowa
- 18 Oktoberfest Car Show Kansas City
- 23-25 Flaming Fall in Springfield Ozark Lakes
- 24 Overnight Tour (NE Iowa) Schönesland
- 24 MAM Boo Bash Great Plains



NOVEMBER 2009

- 10 PCA Palooza, Eureka Springs, AR
- 14 Porsche Dinner Dakota
- 21 Dinner at Kobe's Steakhouse Wichita

DECEMBER 2009

- 5 Holiday Party St. Louis
- 5 Holiday Party Kansas City
- 5 Road trip to Kansas City Wichita
- 12 Christmas Get Together Dakota
- 18 Holiday Party Central Iowa

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

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Dakotas Region: www.dak.pca.org
Great Plains Region: porsche.ellipse.net/
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Nord Stern Region: www.nordstern.org
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A Moment with Ferry Porsche

by Fred Senn

Editor's note: In honor of the 100th anniversary of Dr. F. Porsche's birthday I am reprinting the article Nord Stern member Fred Senn wrote for Pano. Ferdinand Anton Ernst (Ferry) Porsche was born 100 years ago yesterday.

Born: September 19, 1909 Wiener Neustadt (Austria)

Died: March 27, 1998 Zell am See (Austria)

At the time, I felt the pressure of the shoot more than the privilege of the experience. In retrospect, how lucky we all were.

In early 1989, sports car sales in the U.S. were in decline. PCNA President Brian Bowler was relatively new to the job and sensed that we needed to reestablish Porsche's heritage and authenticity. In a bold move, he went right to the source. He went to Stuttgart and visited with the 80-year-old professor himself, and asked if he would allow us to interview him on film for a series of long form TV commercials for the American market. We were all thrilled when he agreed. The setting would be the professor's home. The problem was scheduling; he was a very busy octogenarian who still went to the office at least a few hours every day. Finally, we found one quiet week in June, between a visit from his grandchildren and a visit from Soviet Union President Mikhail Gorbachev.

It was to be a relatively small crew. Brian Bowler, three of us from the agency and a British director, Michael Werk, a couple of grips. First, we would film the professor, then we would return in July to film the much more complex action scenes using cars from the Porsche Museum under the watchful eye of Jürgen Barth. That's another story, but I'm proud to say that two PCA members, art director Mark Johnson and I, actually got to drive those classic cars at speed during the filming.

The professor still lived in the same home where he raised his family; a very comfortable, but by no means ostentatious house, in an upscale neighborhood on a hill overlooking Stuttgart. His home was a clue to his personality and his character. He was an Austrian gentleman; a charming and humble man who avoided hierarchy and treated everyone with equal directness. When a film crew invades your home, it can be, at the very least, aggravating. His only counsel was that we needed to be totally cleaned up and out of his way in two days before the Gorbachev visit

He had lost his wife, Dorothea, in 1985. And it was clear from the family photos everywhere that she was dearly missed. He was fond of his big Airedale, Treu, and proud of his lush garden. I couldn't help but be struck by the balance in this man's life. I got goose

bumps looking at the old racing trophies and old photos in his den. Imagine the auto sports history that had taken place in that house. The legendary race drivers, the victory parties. Enzo Ferrari had passed away the year before. This quiet gentleman was the last man standing from the greatest era in sports car history. A leader in the pits at every great race in Europe since the war, and a man who could claim more victories at those races than any other automotive executive in the world.



Here, for me, was a telling incident. Shooting a TV spot is boring, tedious work, especially for the people on camera, while the rest of us adjust lights, lenses, sound and timing. We finished filming one scene in his den, then asked if we could record him again, this time without the camera running. (Later we'd cut action shots over the dialogue.) "Why are you leaving the lights on?" he asked. We assured him that the lights were running off our generators, and not his home's electricity. "It doesn't matter," he said. "Wasted energy is wasted energy."

I was most grateful for our host's patience with the whole process. There was plenty of time for interesting conversation. The news, at the time, was all about preparations for the French celebration of 200th anniversary of their democracy. The professor commented, "You Americans have been at it for a longer time, and have done a better job than the French."

The professor spoke English well, but with a heavy accent. Some of the English phrases in our scripts were difficult, so we

all sat together at the kitchen table and rewrote them until the professor was comfortable with the meaning and the phrasing. You wanted to listen hard when he spoke. He had a quiet voice, and a very thoughtful and almost introspective way of measuring his words, regardless of the language he was using.

At the time, I felt the pressure of the shoot more than the privilege of the experience. We knew we had only this one chance to film the professor. We had to get it right. In retrospect, how lucky we all were. We spent two days with Professor Ferry Porsche in his home. He was surprisingly accessible and easy to be with. Here, for example, are some of the thoughts we recorded on film.

“In the beginning, I looked around and could not find quite the car I dreamed of, so I decided to build it myself. Independence has always been the attitude at Porsche. To do, not what is expected, but what we feel is right.

“Time is one of the few things man cannot influence. We all have a desire to create something that will show we were here. That we did something of value. Of course, timeless design is wasted if it cannot survive. That is why we race and test our cars so hard.

“Committees lead to creations that have no soul. That is why no Porsche will ever be created by a committee, but by a handful of people inside these walls who know what a Porsche is. The first Porsche, built in 1948, is still with us. Still clearly the inspiration for everything we have done.”

To thank him for his hospitality we presented him a framed picture of all four Porsche models at the time: 356, 911, 928 and 944. It was to be the centerpiece of our ad campaign; Mark Johnson had spent days in a German studio aligning and lighting the cars to show their design similarities. The professor graciously accepted our gift and hung it immediately, commenting that it was like a family photo for him.

Today, twenty years later, I think about that experience every time I turn the key on my old 911. I wish that every PCA club member could have met this quiet, brilliant, automotive legend. It would make you just a little bit prouder of that car you love.

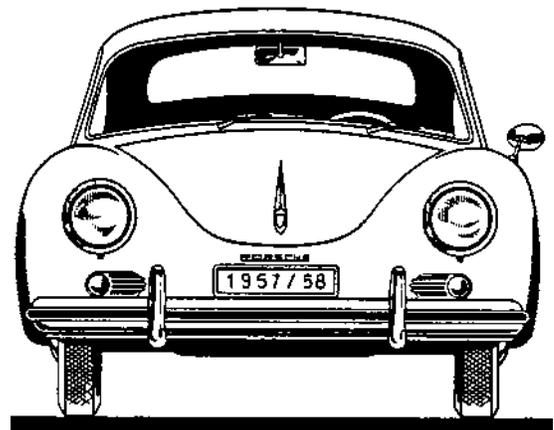
Fred Senn is a founding partner of Fallon Worldwide, an advertising agency headquartered in Minneapolis. In 1987 his firm was awarded the Porsche account, and Fred has been driving Porsches ever since. He was a PCA club racer for nine years, and is a national DE instructor for Nord Stern, PCA's

2008 Region of the Year. Fred is comfortable with both the language and culture of Porsche; he served in the military in Germany, and has been married for forty years to a woman named Heidi with the same accent as the professor.

You can see the fruit of Fred's work with the Professor here: <http://pca.org/Panorama/AMomentwithFerryPorsche/FerryPorscheTimelessness.aspx>

There is a lot of good information on Wikipedia here: http://en.wikipedia.org/wiki/Ferry_Porsche

Christophorus 339 has a very good article as well.



It Was a Very Fine Labor Day Picnic . . .

by Jeff Boehm

Where do you find over 25 Porsches ranging from 1964 to 2009 on a Labor Monday? At the Rochester Labor Day Porsche Picnic of course!

This all started one week before Labor Day in 2004 and has gotten bigger every year since. This year we had two 356s, many air-cooled 911s, several Boxsters, a 912, 2 928s and a 944 Turbo, plus a GT2 and a GT3 and a Cayman driven down by Greg Lowe from Maple wood Imports.

Greg also brought some door prizes which were much appreciated. As usual the weather gods were on our side with temps in the mid to upper 70's and sunshine and blue skies. This year we had 2 special young "guests". BJ and my 8 year old granddaughter Morgan (who helped me with the photos) and Chris and Becky Dvorak's 2 year old daughter Samantha.

When the afternoon was over it brought two club saying to mind: "It's not just the cars . . . it's the people" and "Getting there is half the fun!" Hope to see you next year!





Morgan and
Samantha are all
smiles



A good eye for lines!
photo by Morgan Peterson



Cars playing 'hide and seek?'
photo by Morgan Peterson

Out and About at Labor Day Picnic in Rochester . . .

photos by Jeff Boehm, unless noted otherwise...!



Speed Yellow - a favorite color
photo by Morgan Peterson



Nice License plate!
photo by Morgan Peterson



Love lineup!
photo by Morgan Peterson



Samantha Dvorak
photo by Morgan Peterson

Nord Stern Gimmick Rally August 22, 2009 . . .

submitted by Dale Trippler

Place	Car Driver		Navigator		Miles	Q's	Score
1	Clay	Pat	Clay	Susanne	79.1	0	0
2	Vazquez	Ed	Vazquez	Ali	79.1	1	1
3	Boeder	Bruce	Boeder	Christie	79.2	1	1
4	Drake	Marsha	Drake	Mike	79.7	0	1
5	Vreeland	Mark	Vreeland	Mary	78.7	1	1
6	Niccum	Tom	Dowlino	Nancy	79.0	2	2
7	Smith	Todd	Smith	Kathy	79.0	2	2
8	Thompson	Steve	Thompson	Gerri	79.0	2	2
9	Daneu	Fred	Daneu	Jill	80.0	1	3
10	Vasilakes	Lloyd	Vasilakes	Jody	80.1	2	4
11	Ledson	Mark	Ledson	Joan	81.3	1	5
12	Olson	Arden	Oberstar	Jennifer	80.0	4	6
13	Cardinal	Al	Cardinal	Sharon	82.9	2	7
14	Harrison	Eric	Harrison	Lynda	78.0	5	7
15	Henneberger	Roy	Carlson	Daryla	82.0	4	8
16	Elliott	John	Elliott	Linda	82.9	5	10
17	Gale	Brian	Gale	Jamie	86.8	1	14
18	Dvorak	Chris	Dvorak	Becky	DNF	DNF	DNF
19	Lancial	Mike	Lancial	Lori	DNF	DNF	DNF
	Stocco	Joe	Ricci	Sandy	DNR		
					(0.5=1 pt)	(1 pt/QW)	
Co-Chair	Trippler	Dale	Craven	Jo	DNR		
Co-Chair	Welz	Scott	Welz	Terri	DNR		

DNF=Did not Finish or turn in score sheets

DNR=Did not run

2009 Gimmick Rally is in the Books! . . .

b Dale Trippler and Scott Welz, Rally Masters

The 2009 Gimmick Rally is history. Maplewood Imports hosted our Rally and provided hot coffee and muffins plus the use of their facility as a starting point. 19 cars participated in this year's event. In addition to the wonderful hospitality, Sheila and Doug arranged for a perfect sunny and warm day. Jo and I live less than a mile from MI and we had over 6 inches of rain in our rain gage over the last week. So we were very impressed by Sheila's command of the elements and thankful for the nice weather.

Everyone completed the course with the exception of Chris and Becky Dvorak. Their Red Targa decided to stop running part way through the route. They got offers of help from fellow Ralliers, but decided to have it shipped home on a flat bed. Despite that one little dark cloud, all of the other Ralliers found the end point. Since the food and drink was at the endpoint that may have been all the incentive everyone needed to find the finish.

All of the Ralliers did a remarkable job on both the driving and answering the questions. There was only a 14-point spread between first and last place. Pat and Susanne Clay came in first with zero points deducted. They answered every question correctly and were only 0.1 mile off the correct total mileage, which was 79 miles. Very impressive!

Second place went to Ed and Ali Vazquez. Third place went to Bruce and Christie Boeder. The difference between 2nd and 3rd was 0.1 mile with Vazquez coming in at 79.1 and Boeder coming in at 79.2. Both got one question wrong.

Scott and I would like to thank you all for participating in the Rally this year. We enjoyed putting the event together and we hope you all enjoyed the drive and the picnic afterwards. And we hope everyone had a good time.

We look forward to having an even better Rally next year. We hope more club members will join us then.

Dale Trippler and Scott Welz
Rally Masters

Letters to the Editor . . .

continued from page 8

Thanks for coming and I hope you all had a good time. See you next year.

Dale

After the Rally Chocolate Chip Cookies

- 1 cup white sugar
- 1 cup brown sugar
- 1 cup salad oil
- 1 cup shortening
- 2 eggs
- 2 teaspoons vanilla
- 4 cups flour
- 2 teaspoons baking soda
- 4 teaspoons cream of tartar
- 1 teaspoon salt
- 18 ounces chocolate chips (one and a half bags)

Cream first 6 ingredients. Mix dry ingredients together and add to sugar mixture. Add chocolate chips. Drop by large teaspoonfuls and bake at 350 for 12 to 15 minutes, depending upon how large you make the cookies. Let them brown on the edges. Cool at least one minute on baking sheets, before moving them, or they will break. 96 cookies (more or less)

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Could the government pressure “clunker” owners to save it’s dying “Cash For Clunkers” program? What if....

I got the summons: Please report to Conference Room 109, third floor Federal Court House at 10:30 a.m. You are to appear before our “Cash For Clunkers” review panel.

I was dumb-founded. How did they get my name? Who ratted me as an old car freak? How dare they call my beloved old classics “clunkers”? I was enraged and I was scared as hell. Terrified. Could the government really seize my cars and crush them into cubes? Cubes no longer possessing a soul.

Of course they can; our government can do whatever it damn well pleases. I would learn the worst at the hearing. “That’s next Tuesday for God’s sake!”. Four days from now. I had to beat this thing. Four days to rehearse answers. Not easy without the questions.

Tuesday morning arrived. I arrived 30 minutes early. Arriving late could mean certain defeat. The room was empty. I sat in the front row where I presume the accused should sit. The room smelled musty. Scary.

The bench for the panel was a semi circle, ornate in polished wood. And much higher than my lowly perch.

“Be humble”, I kept telling myself but it was hard to be anything but humble from where I was sitting. It was cold in the room, still I was sweating.

At 10:32 the panel members began filing in. They didn’t wear robes but they were imposing nonetheless. The first panel member was an elderly lady. She introduced herself as Gertrude. I didn’t get the last name.

She looked a bit undernourished but kindly. Still for all I knew she might hate guys who wanted to keep loving and driving their old cars forever. Odds were that all three panelists were “Auto Immunes”.

The second member, Harry, was short and wiry. He seemed almost as nervous as I was.

Number three, Sam, might be the head honcho. Portly, bald with glasses far down on his nose, he seemed ready at any minute to look at me and say “what in hell are you up to, Boy?”

Gertrude began. “Mr. Kamstra were you able to drive your own car to this hearing without assistance?”

“Yes Mam.”

“ And what car did you drive?”

“It is a 1974 BMW CS Coupe, Mam, and it even has a stick shift.

“That’s a very old car. And you have to shift it with a stick. Oh my!”

Fat Sam cut in. “Are you poor, Son?”. Is that why you drive such an old clunker?”. His voice showed genuine sympathy and I took all I could get.

“No, sir I just enjoy driving this old car.” He must not discover what this “old car” is worth and that I have five more stashed away.

Sam went on. “I would urge you to get with the government’s “Cash For Clunkers” Program. Never been a better time to get rid of that old clunker, Boy. Trade it in for a nice, new Prius. With a rig like the Prius , you’ll be savin’ gas and this old planet too. And old Uncle Sam will slip four and a half grand in your pocket just for turning in that clunker.

Harry finally joined in. “Yeah, they’ll crush it into a cube and you’ll never have to put up with that stick drive contraption again.”

From this point, the hearing droned on. I fielded their questions the best I could but wasn’t sure who was winning.

Finally, Gertrude spoke. “Mr. Kamstra, this panel will permit you to continue driving that old clunker you seem to be so fond of. However, we may have to call you before us again. If you are driving an environmentally friendly car by then, it will work in your favor.”

I thanked the panel and headed for the parking lot.

My glistening 3.0 came to life with a twist of the key. The straight six purred. I really think it shared my Joy. We both had just survived a “Worse Than Death” experience.

Ken: thinkmk05@comcast.net

2009 Kalender . . .

October

13 Nord Stern Business Meeting
Ramada Mall of America Airport
2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
Questions? Bob Barker, 952 949-0140, x312
or bbarker@slogic.com
6:30 Social, 7:00 Business Meeting

November

10 Nord Stern Business Meeting
Ramada Mall of America Airport
2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
Questions? Bob Barker, 952 949-0140, x312
or bbarker@slogic.com
6:30 Social, 7:00 Business Meeting

December

8 Nord Stern Business Meeting
Ramada Mall of America Airport
2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
Questions? Bob Barker, 952 949-0140, x312
or bbarker@slogic.com
6:30 Social, 7:00 Business Meeting

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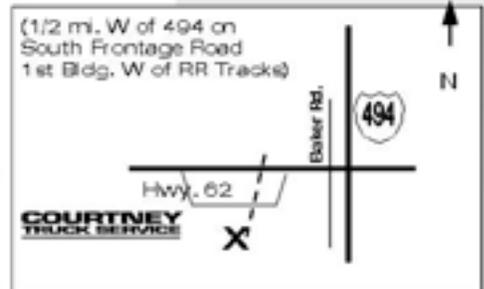


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Mike Lancial wrote: Well, It looks like it might be time to put the Porsche away this week. 1979 911SC Fuel injection, it's the first year that we have owned this car (Carbureted Porsches up to this point). Should I put a gasoline preservative product in the gas? And what kind for injectors?

If the weather turns nice I want to put it back onto the road so I don't want to permanently store it. The car will be in an attached unheated garage so the temp will be at about freezing. Any other tips cheerfully accepted.

You'll get lots of good advice. Here's what I do (keep in mind this isn't really "storage", just long term parking); clean inside and out, clean oil, drive until it's at operating temperature, fill fuel tank (there's enough stabilizers in modern gasoline for the few months it will be parked), park it, put on battery maintainer, resist urge to start it until next spring. If you can't resist the urge, remember two things:

1) run it for at least 20-30 minutes and get it up to operating temperature,

2) there's salt on the road even if you can't see it, so continue to resist. BTW, if there is any evidence of rodents around, do plug the exhaust and intake and put an open box with some moth-ball in it in the engine compartment (don't sprinkle them around) it'll keep them from building nests in there.

– Jerry Mohn

One can go from simply parking the car to all kinds of preparation. It depends on how motivated and inclined to do them.

My feeling is that one should probably fill the tank with gasoline and then add a bottle of "Sta-bil" to keep the gasoline from deteriorating. A full tank will reduce condensation of water in the tank.

I also like to change the oil before storing it for the winter, so that accumulated acids, water and crud in the oil don't sit and work on the metal over the winter.

I raise the air pressure a bit in my tires to reduce flat spotting. Others go to greater extremes, but I haven't had a problem yet in 13 years of storing sports cars.

Take the battery out and store it someplace not cold (like a basement, but far away from any open flame in a gas water heater, furnace or dryer) to keep it from freezing and/or dying. Nothing like having to buy a battery in the spring to teach one this (I learned the hard way).

Take steps to keep vermin out of the car! I've never had a problem but I've heard numerous stories of people finding mice nests and such in various nooks and crannies of their cars in the spring -- along with destroyed wiring harnesses, apolstry, etc. I'm no expert on what works, but I've generally put things like moth

balls or scented dryer sheets or candles under and around my car, in the trunk and engine compartment, as well as setting out sticky mouse traps around my garage to catch them. Last winter I caught 2 mice and a vole. Mice can fit through a hole the size of a nickel or smaller, so don't assume your garage is safe.

I've often (but not always) covered the car with a car cover for a little dirt and bump protection.

One can do a lot more than the above, but that's the limits of what I do.

I'm holding out for a very late Indian summer. Hah. It's looking awfully bleak this year. I did go out and terrorize, er, uh, TOUR the county roads in Wisconsin yesterday. The first time road crews put salt down on the pavement, though, and my car is stored for the winter, regardless of how warm it gets after that.

– Chris Johnson

I've pretty much done exactly as Chris described, the only difference being I put the Sta-bil in the tank before topping it off. Then I drive around a few days or enough to burn a few gallons, then top it off again. That way you get the Sta-bil all the way through the fuel system and will keep the injectors from gumming up.

– Mark Kittock

Iagree with Chris, If you feel inclined, a few more things you can do when you store:

Park the car in neutral and leave the parking brake off (place a piece of angled 2 x 4 on front and back of one wheel) Place small blocks of styrofoam under the wiper arms to keep the wipers off your glass.

Put a "container dry" canister in the car to absorb moisture To further frustrate the rodents, put a piece of steel wool in your exhaust pipe (don't worry, if you forget to take it out, it blasts out of the tail pipe like a rocket when you start the car) Leave your windows open a crack If you are very energetic, rub a vinyl/rubber conditioner on all of your hoses and seals (they tend to dry out over the years)

I have a newer Porsche now, so I don't remove the battery any more. (too many electrical gizmos that get messed up). I use a Porsche battery maintainer that always keeps the battery at it's maximum without over charging. I think they are around \$60 at Carousel.

Most important, kiss it goodnight and promise to think of it often over the winter.

– Keith Jones

Hi Mike, Those guys had good advice. I also do the "just parking it for a longer time" approach to storing my car.

I do fill the car with non-oxygenated fuel (available for a

premium at a limited number of gas stations) and add a can of sea-foam. I don't know if this helps but it is cheap insurance. Your car has a tight tolerance mechanical injection system and if it gets really bad fuel it can be severely damaged.

I change the oil in the fall, right before parking it. This IS important. I had my motor rebuilt last year and had a lot of deposits in the crankcase and oil tank and was informed by Auto-Edge that I should change my oil in the fall before parking it.

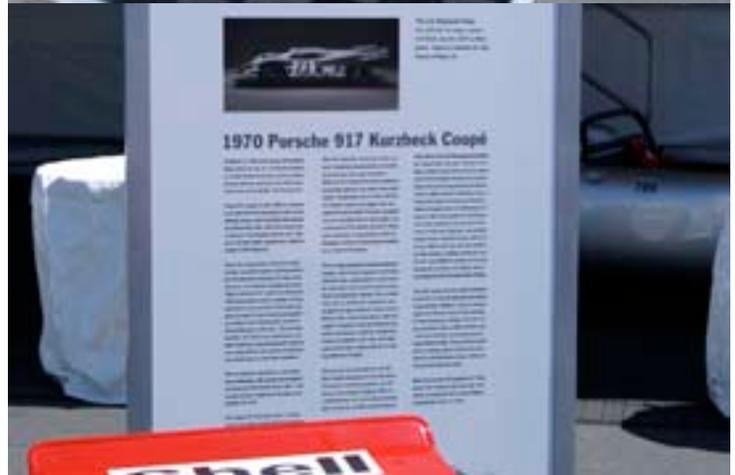
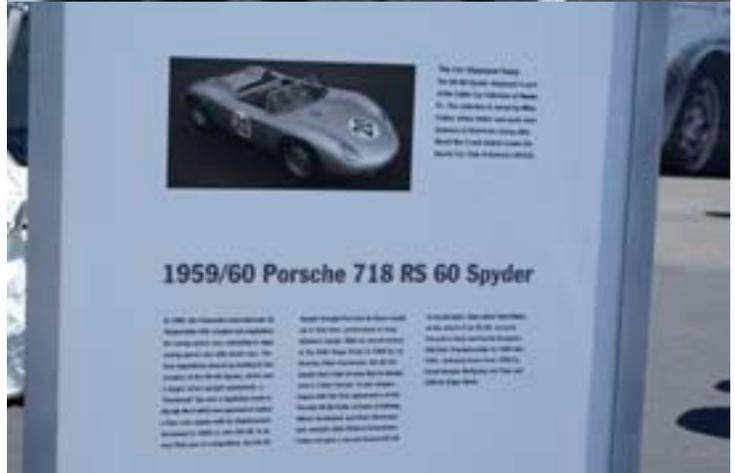
I don't take the battery out but I do put a charger on it. I used to take the battery out and put it on wood blocks in the basement and I had trouble with the batteries in the spring not working as well as they should. Batteries Plus in Bloomington replaced one of my one year old batteries for free after one of those winters. Here is a couple of web sites with battery FAQ's and one where I bought my battery maintainer.

<http://208.248.254.211/default.htm> http://www.4unique.com/battery/battery_tutorial.htm

Also, it is important to drive a very crappy handling vehicle all winter. Something like a 4WD SUV so you fully appreciate your 911 in the spring. It's just like getting a new car every year!

- Todd Knettel

At right are just a couple of pictures from this year's Monterey Historics attended by Mark Pladson and Sig Finks. Always an amazing collection of historic cars, with Porsche as the Marquee it was undoubtedly very special! More pics in upcoming issues.



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Where We Were – Where We Are – 50 Year of Nord Stern!



“Readers will note breaks in the series of Nord Stern newsletters reviewed. If anyone can find the issues below, the Editor and I would love to get our hot little hands on them:
July 1976, October 1976, Jan 1977-Feb 1977
June 1977-August 1977, Dec 1977-Feb 1988
June 1978, July 1978, Dec 1978

The Missing Chronicles:

Nord Stern archivists Sharon Binek, Craig Alexander, Bob Lunde, and Jim Tourtilotte have responded to my plea for missing volumes of our newsletters, some 33 years old. Thank you so much! Your illustrious Editor and I will guard them carefully, as we know you will want to be able to enjoy these when you get old some day, and maybe hand them down to your children. I'll go back and review them now out of order as I believe the content of each issue is more important than the continuity of the series.

Ron Faust

July, 1976

- What is billed as the “Second Annual Spring Concours” was held at Schimelphineg Park in downtown Chaska. Bob Cox, Larry Skoglund, and Bill Siggelkkow from Rochester won their classes. Pot luck on the grill, a rain shower, an afternoon nap and a softball game were all part of the event.
- There is \$586 in the treasury.

February, 1977

- As mentioned a few months ago John Horner serves as President.
- Editors John and Nancy Bierbaum announce the birth of their first daughter, Gretchen Marie.
- A winter beater rallye is scheduled to end in Stillwater. The movie “LeMans” has been “rented” and one member is even bringing his stereo speakers. A Raunchy Wheels Award will be chosen. BMW's, Buick and Corvairs are the best entrants; front wheel drive entrants have to run the course backwards.
- The Market offers a 1964 356C cabriolet needing “some” bodywork for \$2100 and a Targa top for \$150.

June, 1977

- An autocross at the Hwy Service Center south of St. Cloud.
- A “novice classification” is announced whereby novices can put themselves in that class so timed runs will not be published, avoiding any embarrassment when new drivers are just getting going.

- The Afton “Car Show” was called “ecumenical” because four Ferrari's showed up. Allan Page got out of one; don't we know him from somewhere? About 25 years later Jessica Lange showed up at the Afton concours, interested in a certain old green 356C. A Karmann Ghia was the cleanest car, but '54 and '66 Corvette's showed well as did a Jaguar and a Bentley.
- A section titled “US?” includes biographical paragraphs on 9 Nord Stern couples and two guys.
- **Craig and Debbi Barber** with four children. He's at Pillsbury and she's in graduate school; how do they do it?
- **John and Margaret Belgard** from Dunseith, North Dakota, where they raise quarter horses. John taught me a lot about high speed at BIR.
- **John and Nancy Bierbaum** with five-month old daughter Gretchen, who in their spare time run a 1963 Carrera Coupe and a 1970 914/6.
- **Robin Boone and Cindy Johnson**; Robin is a Northwest “Orient” 727 Captain. Cindy teaches while John claims fencing as an alternate hobby.
- **Narvel and Barbara Brooks**, electrical engineering and State of MN employment office and a 1974 914 1.8 driver.
- **George Chapman**, a Winnipeg lawyer and former Canadian Champion of Sports Racing Cars and Canadian Delegate to the FIA.
- **Jim and Patty Clark**, a computer analyst with Technalysis Corporation with a 1968L.
- **Bob Ekeren**, Thief River Falls pharmacist who enjoys a new Turbo and also classical music, keyboarding, and the T.R.F. Curling Club.
- **Gary and Pat Greiner**; Gary is with Zenith Steel Supply in Duluth. He is also an officer in the Arrowhead Sports Car Club.
- **Russel and Mary Ellen Grobe**; Russ, an IBM mechanical engineer from Rochester, was the angel from heaven who appeared in my garage and took me through my first 911 engine removal, the high point of my mechanical career.
- **Ed and Jann Northway** of Nisswa. He was vice president of a construction company then and later co-founded Nor-Son, who built our new cabin. He had a 1973 914; his son still drives a yellow 914 up here.

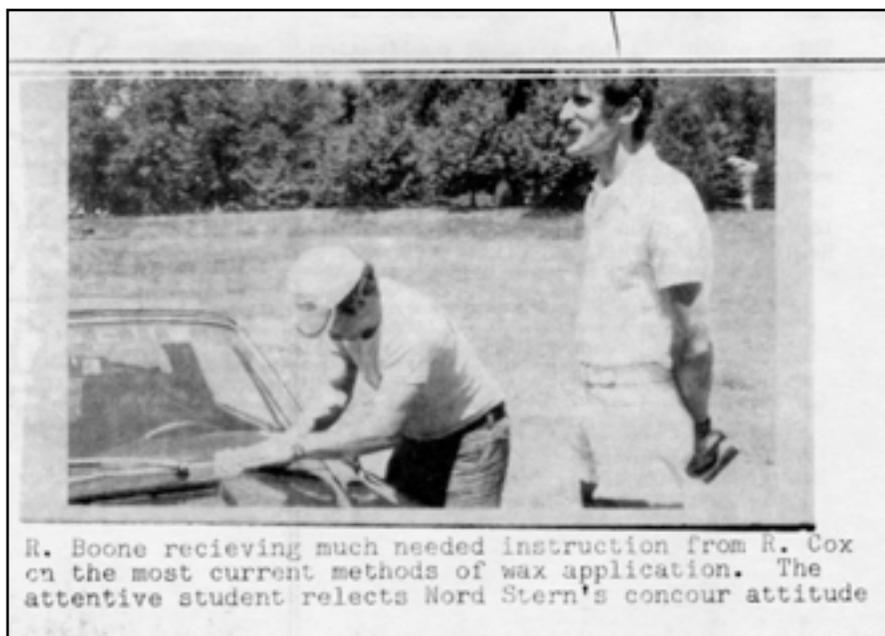
As always, Nord Stern is the people, not just the cars. This column from June 1977 was a nice way to get to know them, since name tags are rare and names on our track cars are even rarer.

Scanning the Past!

by Ron Faust



Above: June 19, 1976: said to be the "Second Annual Spring Concours and Picnic"; fourteen cars were judged in Schimelphineg Park in Chaska. Would that make the 2009 All Porsche Show our 34th Annual?



Left: Splendor in the grass: Instead of just cars to clean, this concours offered a grill, a softball game, beer and even a nap. All the beautiful people were there.

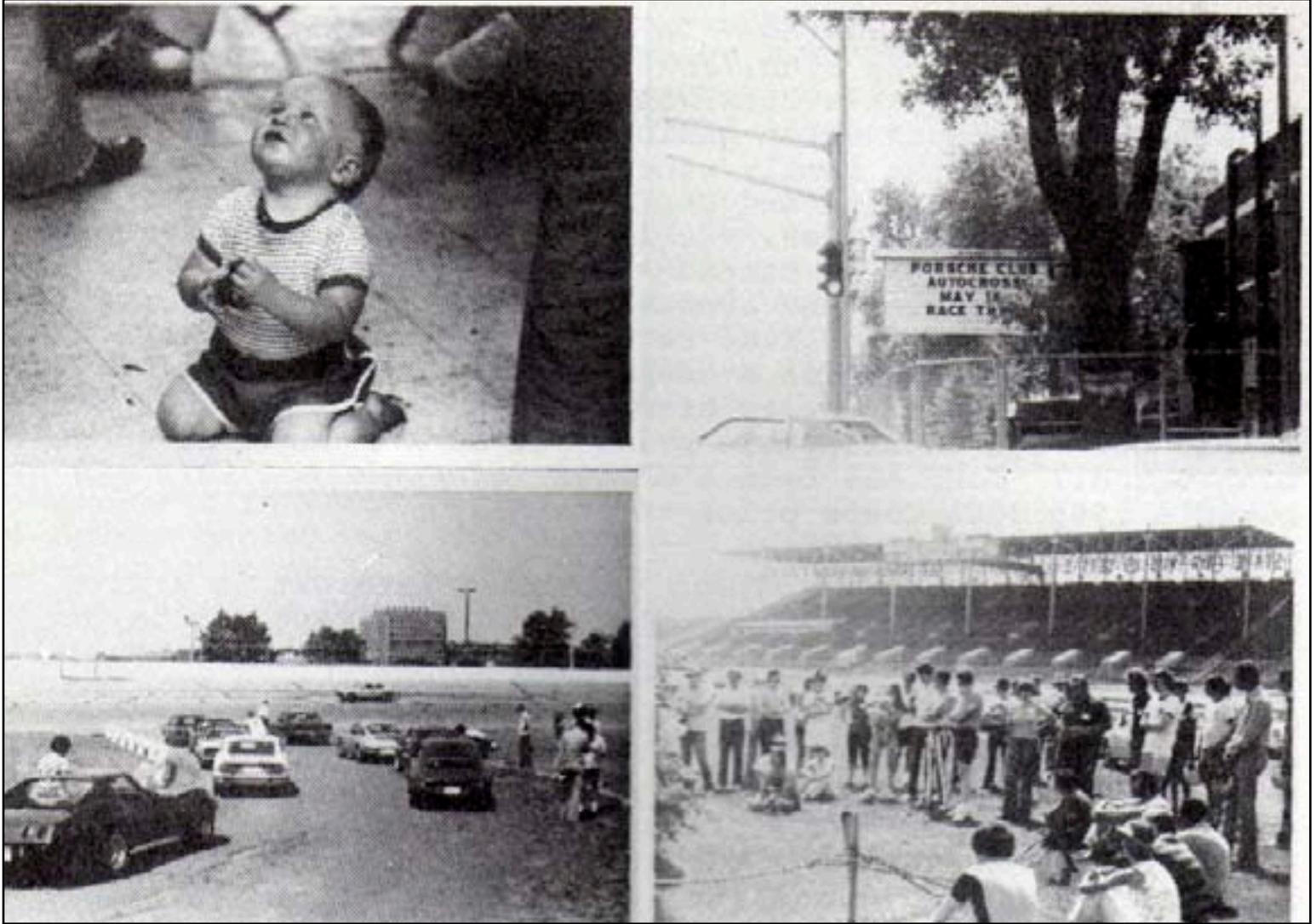
Above: Bob Cox restored a long series of 356's (including mine). His cars were 100% original and complete. Robin Boone knew the latest fashion in shorts.

Right: 5/14/1977: NS goes to the Fairgrounds for an "Instructional Autocross." Early 911's used to come to the US with suspensions adjusted up to meet US bumper regulations. The one on the left hadn't been lowered yet. In addition to a funny looking Corvette and a really cool Speedster, a VW Beetle was ready to roll.



Scanning the Past!

by Ron Faust



Above: Fairgrounds Autocross, 1977: an unidentified youngster is just begging to get a ride. The drivers' meeting was as exciting as always.



A little more eye candy from Monterey!
Photos by Mark Pladson

Cayman S Named Best Sports Car . . .

Submitted by Jill Beck, Photo courtesy Porsche AG Motor

Trend Magazine has chosen the Porsche Cayman S as the “Best Driver’s Car” for 2009. Additionally, the Cayman was also picked by British car journal Auto Express as “Best Sports Car” in their New Car Awards 2009. In both cases Porsche’s mid-engined coupe won over experts with its driving dynamics, precision, feedback and response.

Featuring PDK (Porsche Doppelkupplung), Porsche’s Double- Clutch Gearbox, the Cayman S impressed Motor Trend on both regular roads and the race track, making its way to the top against nine other thoroughbred sports cars. The test team included select members of the Motor Trend staff as well as two professional race drivers - Randy Pobst and Massimiliano “Max” Angelelli.

With its circulation of 1.1 million copies and 7.6 million readers, Motor Trend, an internationally renowned magazine, is acknowledged as one of the leading car magazines in the USA.

Auto Express, the British car journal, was equally clear in emphasizing that the Cayman leads the sports car scene with unrelenting efficiency. The title of “Best Sports Car” was won with the ultimate blend of traction, balance, and agility. Apart

from the characteristic sound of the boxer engines, the testers also lauded the practical qualities of the Cayman with its two luggage compartments and large tailgate.

Auto Express is the best-selling car journal in Great Britain. Along with the Porsche Boxster, the newest generation of the Cayman has been available since February of this year. Its newly-developed six-cylinder boxer engine provides exceptional fuel economy and performance - 320 horsepower delivered by the 3.4-liter power unit in the Cayman S and 265 hp from the 2.9-liter engine in the Cayman. Both models are EPA rated at 29 mpg highway and both fulfill the strict EU5 emission standard in Europe and the ULEV standard in the USA.

Distinguishing itself from the other competitors in the “Best Driver’s Car” competition, the Cayman S also remains below the fuel consumption limit for Gas Guzzler Tax.

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2009 Porsche Parade Recap . . .

by Doug Pierce, KCRPCA Membership Chair & Zone 10 Rep

Combine cool temperatures, low humidity, almost no rain, and over 800 Porsches and you have Porsche Parade 2009 in Keystone, Colorado. Nearly perfect.

Jan and I left for Colorado late Friday afternoon in nearly 100° heat and stifling humidity so as to arrive in Keystone early Sunday via Franktown, Colorado (where we lived in the late 80's), Denver, Fort Collins, Loveland, and Rocky Mountain National Park. We might just as well make a trip out of it. We got some relief in Colby, Kansas, when a small cold front moved through with wind and a bit of rain. The rain picked up all of the loose farmland suspended in the air and deposited the majority of it on our black 968. It looked like kids had been throwing mudballs at it for a week. Not to worry, the air conditioner still worked.

Arrival, check-in, meetings, and the other pre-Parade items went smoothly. We held our Zone 10 get-together right before the Parade opening Welcome Party in a pizza shop that overlooked Keystone Lake with mountains and clear blue sky beyond. Spectacular. The Parade Welcome Party, outside and also overlooking the lake, was well attended (maybe categorized as a mild feeding frenzy). As the sun went down it actually got cold which appeared to scatter the crowd a bit early.

Few, if any of the hotel rooms and condos had air conditioning, but it wasn't needed. It was usually comfortable during the day and cool to cold overnight. What you did need was chap stick. The humidity at over 9,000 feet elevation is low, very low, to the point of sucking water out of you quickly. The Parade organizers knowing this literally had a semi trailer truck full of bottled water available in the main parking lot that was distributed and dispensed freely to the participants.

The first major Parade competitive event was the Concour held on the grounds of a golf course just down the road from Keystone. The setting was beautiful and the cars equally so. The first GT-1 I had ever seen live was there with several other rare examples including not one, but two 959's. The Porsche tractors were there, as well as an operational Porsche aircraft engine.

The following day started early, at least for us. Jan and I had registered for the golf tournament, not that we are anywhere close to good golfers, but we have fun at it. And, a chance to play at altitude with the resulting increased ball flight was too much to pass up. We played the Keystone River Course, the sister course to the Ranch Course where the Concours was held. These are two very different courses. The River Course is fairly heavily forested and craggy with, believe it or not, a river running through it, the Snake River, so water comes into play on many of the holes. The other course is more open and hilly with few trees to contend with. We were paired with Chris McIntire, not our Kansas City Region past president Chris McIntyre, but Chris McIntire from Boulder and Bonnie Miranda from Colorado Springs. Both very

nice people with golfing abilities in our same general range, and "don't take it too seriously" attitudes. Our kind of folks. Thank God it was a 4 person scramble, best ball, as I proceeded to lose 2 balls on my first 2 shots. Our golfing partners were justifiably impressed. We didn't finish last, but close to it. However, we had a great deal of fun, enjoyed breathtaking views, and finished without embarrassing ourselves too badly.

The Concours Awards Banquet followed that evening, with the highlight of the night not the winners of the various Concour divisions, but a Porsche Panamera being driven into the ballroom. This was the very first major (yet unofficial) showing of the car in North America - Porsche AG and PCNA wanting to show it to PCA first. The car had been in California the day before finishing up an advertising photo shoot and was loaded onto a transport that evening. The transport broke down en route toward Colorado so they had the car moved to another transport, and arrived in Keystone basically at the start of the banquet. Timing is everything. Here finally was the actual car we have been hearing about for years that we could see, touch, and sit in. Very, very nice. It looks much better in person than 99% of the photos I've seen. And for those that hung around the banquet room long enough after the event was over (about midnight - we were not one of them), the PCNA folks gave some rides.

As the week marched on, there were more competitive events, more meetings, much more food, and large doses of socializing. At the final Victory Banquet, Region awards were given out, not the least of which was a second place finish in the Group III newsletter category for our Cindy Thomas in her last year as editor of *Der Sportwagen*. All-in-all, the Kansas City Region did well at Parade. Bob Newton took a solid third in the Concours Street Modified, Touring, Performance class with his 1957 Speedster. Jim Phillips garnered second place hardware in the Cayenne category of the Tech Quiz. Don Lillig took fifth place in class with his 2000 Boxster S at the Autocross. Congratulations to Cindy, Bob, Jim, and Don!

At the very end, the official announcement of the 2011 Parade location was made - Killington, Vermont - and the 2010 Parade in St. Charles, Illinois touted. Again next year, Parade will be within fairly easy reach of the Kansas City Region, St. Charles being a western suburb of Chicago. Hopefully we can have even more members of our KCRPCA group make the trip to Parade in St. Charles.

(Editor's note: our very own region, Nord Stern was well-represented at Parade this year - I do believe the connection between Colorado and Minnesota is quite strong with so many skiers from here annually heading to Colorado for the wonderful powder and spectacular mountain skiing that's the ultimate

experience for us skiers. I know we have a lot of connections, not that least of which is family living in various parts of the state now or in the past. We travel that way often! Our trip included visiting long-time Nord Sterners, Joe and Michele Rothman with their daughter Rachel in their lovely home outside of Denver. Great fun catching up! A beautiful state to spend time in any season of the year. Although the Mountain Pine Beetle is devastating immense tracks of forest and the dying trees are sad to see and behold. While the beetle is always around it would appear a combination of milder winters, drought conditions have allowed the beetle population to explode to epidemic proportions from Canada all the way down the Rocky Mountains. The battle is difficult, selective logging is being done and concerns over huge forest fires is very worrisome. Many a mountain side is no longer a sea of green pine trees, but rather a swath of reddish brown dying needles or totally dead trees. Nevertheless, it is still a beautiful area, and the roads just seem to be built with Porsche driving in mind!



Betty and Kim Crumb with their Tech Quiz First Place trophies

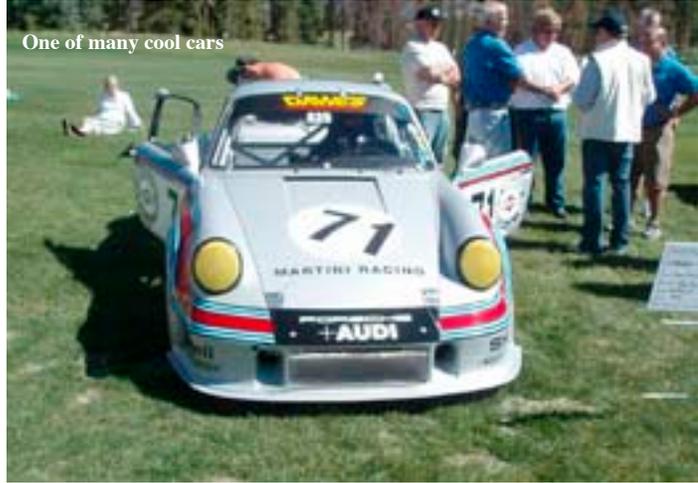


Ah, the driving!



At the Parade Concours

Out and About at the '09 Parade . . . photos courtesy Kim Crumb



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Porsche Says it is Working On Alternative Powered Sports Car . . .

courtesy Jill Beck, PCA

New CEO unveils four new high-powered 911s and hints at future hybrid and electric vehicles at Frankfurt Auto Show

ATLANTA, September 15, 2009 - Speaking publicly for the first time at the Frankfurt Auto Show, Porsche's new president and CEO, Michael Macht, revealed that Porsche is considering and working hard on an electric-powered sports car that would meet the high demands of the Porsche brand.

"I am also convinced that one day Porsche will have an electric sports car in its line-up," said Macht at the company's press conference today. While he cautioned that so far the available battery technology is not "sufficient to meet Porsche's strict requirements," he said "our engineers are already working hard on this challenge."

"An electric sports car would therefore only make sense for Porsche if it offers performance and a cruising range similar to that of current sports cars in the market," he said. "We are therefore taking the first step in this direction with a full hybrid - in the Cayenne, the Panamera and maybe in the not too distant future also in a racing car or a production 911. Why not?"

Macht pointed out that Porsche has a long legacy with hybrid technology as it was exactly 109 years ago that Professor Ferdinand Porsche built the first fully functioning car with hybrid technology.

Speaking about Porsche's newest model, Macht said the new Panamera Gran Turismo is already generating thousands of orders just three days after its market launch in Europe.

The highly anticipated Panamera represents Porsche's fourth model line and is the brand's first-ever four-door sports car. It goes on sale in the U.S. on October 17, 2009.

"Although the car has only been at the dealership for three days, we already have 4,500 orders for the Panamera, most of them from customers who have not even seen the car yet," he said Macht. "And since test drives for customers have only just started, sales of the Panamera are already making a very positive start."

Another highlight of the press conference at Frankfurt was Porsche's presentation of its new 2010 911 Turbo, the flagship of the venerable 911 range.

"The 911 Turbo is the spearhead in innovation throughout Porsche's complete range of sports cars. It has been successful in the market for 35 years, accounting throughout this period for almost 80,000 units sold worldwide," said Macht

Premiering alongside the venerable Turbo will be a series of asphalt-burning 911s, including the 911 GT3 RS, and its race ready sibling the 911 GT3 Cup car.

Porsche also took the wraps off its limited-edition 911 Sport Classic at the Frankfurt show, marking a return to the tradition of occasionally issuing ultra-exclusive production cars. The Sport Classic will not be offered in the U.S. Production will be strictly limited to 250 units.



Nothing better than a line of Porsches - either parked or snaking along the roads on a Tour/Drive! Photos by Mitch Berry.



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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 tightening torque of the drive wheel bolts for a Cayenne is _____ foot-pounds.

- a. 180
- b. 135
- c. Does not matter
- d. 118

2004 Cayenne S /Turbo Owner's Manual, page 277 and 2005 Cayenne/Cayenne S Owner's Manual, page 293

2. Lighting for the steering wheel function keys and rocker switches cannot be turned on or off with the interior light dimmer in the Cayenne.

True or False

2005 Cayenne/Cayenne S Owner's Manual, page 55

3. The 2004 and 2005 Cayenne S have different Tiptronic transmissions.

True or False

2004 Cayenne S/Turbo Owner's Manual, page 333 and 2005 Cayenne/Cayenne S Owner's Manual, page 357

4. PCA's Junior Participation Program allows the fully licensed sons and daughters of members to participate in which events?

- a. Autocross
- b. Concours
- c. Tech Quiz
- d. All of the above

RPM 2004, page 70

5. The PCA Junior Participation Program allows sons and daughters of PCA members to participate in selected events if they are at least 18 years of age.

True or False

RPM 2004, page 70

6. The original Tiptronic transmission was a joint development between:

- a. ZF, Bosch and Porsche
- b. ZF, BMW and Porsche
- c. ZF, Valeo and Porsche
- d. Mercedes Benz and Porsche

Porsche 911 Story, page 121

7. Total production of the Porsche 911R in 1967 was:

- a. 10 units
- b. 100 units
- c. 20 units
- d. 50 units

Porsche 911 Story, page 171

8. Which Porsche model won the SCCA D-Production championship in 1980?

- a. 914-4
- b. 928
- c. 924
- d. 911SC

Panorama 2/02, page 26



Answers:

- 1. d
- 2. T
- 3. F
- 4. d
- 5. F
- 6. a
- 7. c
- 8. c

Book Reviews for Porschephiles . . .

by Bruce Harrington, Riverside Region

Porsche Moments by Jesse Alexander, published by David Bull Publishing by Bruce Harrington, Riverside Region. Jesse Alexander is arguably the best motor racing photographer of the 50s and 60s, the period that this reviewer considers to be The Golden Age of Motor Racing.

Porsche Moments contains some 100 pages of pictures depicting the efforts of people involved with Porsche and Porsches, to achieve motor racing success.

Mr. Alexander has spent a lifetime in photography, the largest part of it devoted to documenting motorsports. His involvement began in the early 1950s with the birth of the sports car movement in the United States. His first sports car was an MG TD Roadster, followed by a Morgan Plus Four, and then a Sunbeam Talbot. He first photographed races at Pebble Beach and Palm Springs (venues that are no longer with us), and also the late lamented Santa Barbara Airport course, where he fell in love with Porsches.

Porsche Moments covers Porsche's early racing history in Europe and Mexico, from 1953-62. It is a big book (11x13), big enough so that the full-page photographs therein are salon sized, suitable for framing. Rather than cutting up such an outstanding book, individual prints can be ordered directly from the author.

Dan Gurney's foreword touches on their shared personal developments: Dan as a driver, and Jesse as a photographer. As Dan says, "Jesse Alexander's photographs beautifully capture the passion and hard work required then to put a race car in the winner's circle". Jesse's unique ability to capture the feeling of motorsports, in picture after picture, makes this book more than worth its \$75 price tag.

Because his photos are so great, some of them will be familiar as 'Classics'. But, since the entire book is from Mr. Alexander's personal files, the vast majority are newly available pictures, in the same character as the classics.

Organized by venue rather than chronologically, the character of these early motorsports events comes through clearly. The people in the pictures seem to be causal — friendly sportsmen focused on the fun of the events, not businessmen focused on the dollars (or what the lawyers would do if given half a chance). As Dan Gurney's introduction says: "You can almost feel the camaraderie among the competitors".

Virtually all the pictures show people doing things. Though the pictures are somewhat 'snap shot' in some ways, the composition and the

actions of the people in them give the viewer a you are there' feeling, lacking in the typical vacation album picture.

Though the emphasis is on the pictures, captions are provided so that the reader can fully appreciate what is going on. Typically, Jesse Alexander's pictures are largely self-explanatory. The cover, showing a pensive, focused Graham Hill sitting in an RS-60, is a really great picture, even when you don't know that he's waiting for the first practice of the 1960 Targa Florio, and that Hans Herman (in the RS-60 behind), would win the race.

Porsche Moments is available through Motorbooks International <http://search.motorbooks.com/> or through major booksellers.



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 10th of the month prior to publication date: editor@nordstern.org.

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Authenticity - All maintenance records - Factory Warranty until August 2010. Tires are Michelin PS2 with 80% front and 60% rear. Garage kept and stored every winter. NEVER driven in salt. New Cryogenically treated Porsche OE brake rotors (for new pads) and new Hawk HPS street pads (eliminate brake dust on white wheels). All maintenance performed by Maplewood Imports and ready to go. All miles are 80% highway miles driving for work at 600 miles per trip. You will not be disappointed with this car in any way. If you are looking for a Cayman S this is a must see car. Priced below book for Nord Stern or PCA Club Members at \$34,500. Contact Tim Dokken at 651-408-2147 or timdokken@comcast.net.

1984 Carrera Coupe

Black, Club Race Class E, Wevo Gateshift, LSD, Cage, Smart Sway Bars, Momo QR Wheel, Fuchs 8+9, BBS 7+8, 22F-30R, Recent Trans Rebuild, Log Book, Street Legal, And More. \$18,000, Jeff Lawrence 952-456-2298 OR jeffrey.lawrence6@gte.net

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Sold our 996 and have, brand new in the box, Performance Friction Carbon Metallic race ready brake pads for sale. Rears are part #0738.01.16.44. Fronts are 0776.97.17.44. We also have a set of Factory Porsche 996 front brake rotors cryogenically treated by FrozenRotors.com. I paid \$277.04 for the front pads, \$243.10 for the rears and \$161.94 for the rotors. I will sell the fronts for \$200, the rears for \$175, and the rotors for \$120, or the whole package for \$450. Howard Klatzky, howie222@mac.com.



Out and About at the Monterey Historics
All photos by Mark Pladson



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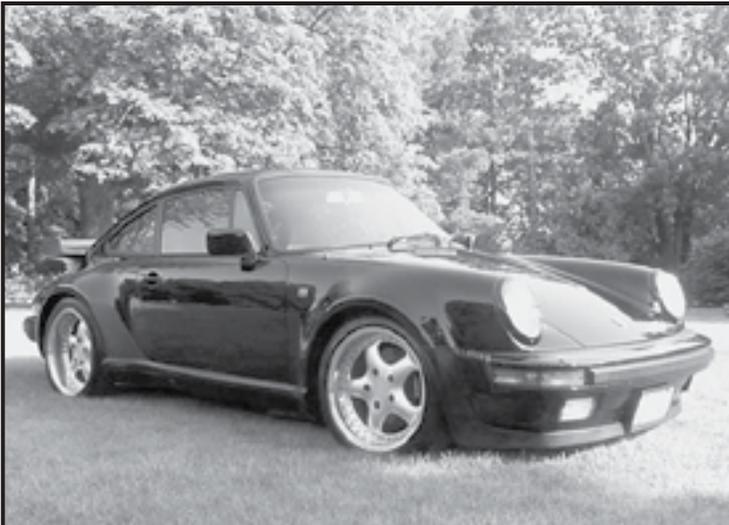
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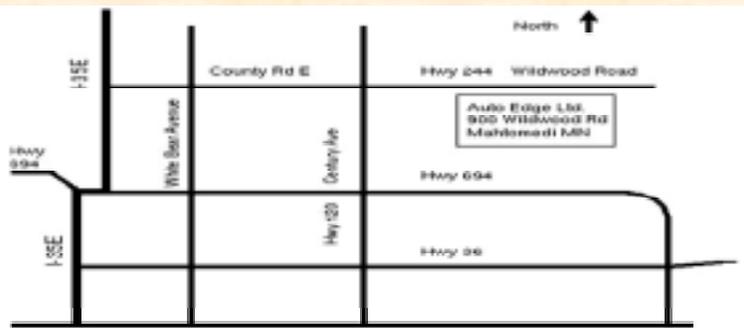
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