

Nord Stern

November 2009





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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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Cover: Photo by Bob Carlson

"When I saw the snowy morning blanket on my little (zenith blue) 911 one fall morning, I just had to capture it. This may not happen again, as she won't be driven in the winter, but will sit uncovered in the garage to be admired all winter long, as "art" should be." Editor's note: Bob sent this photo in the other day and what a cover it makes. Bob's a newer member so welcome!



Address changes

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**Reminder: Annual Dues are:
\$20 for January to December**

*Check your mailing label
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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

You know it's fall when the chatter on Clubtalk turns to things like people looking for places to store cars and tips for winterizing them. There's plenty of discussion behind fuel additives, which fluids to change before and after storage, battery maintainers, raising tire pressures, car covers, etc. Our members are a veritable treasure trove of both good ideas and, no matter how valid, the detailed scientific justification for them.

I think the most entertaining tips I've heard over the years are those for keeping the rodents at bay. They have included, of course, traps around the perimeter. Do you go with the sticky ones, the enclosed ones or the good old fashioned ones that catch fingers too? Everyone's got their personal preference. Don't forget the dryer sheets (up the exhaust?), sprinkling moth balls throughout the interior, steel wool shoved in any possible hole they might try to enter, etc. If memory serves, there was even the suggestion of using Red Fox urine at the mouse entrance points under the theory that the smell of a perceived predator is a good deterrent. Apparently this stuff is available at sporting goods stores to help hunters mask their scent while in pursuit of big game. I'm not sure I'm ready to go to that extreme. I'm happy just spending nights perched atop the workbench in my shop, with my infrared night-vision goggles on and trusty .50 caliber rifle in hand, surgically sniping the little buggers one at a time as they approach my 911.

Besides tips for keeping our stored cars mouse free, this time of the year brings a swing to more of the social activities in the club. Check the calendar here in the Nord Stern, and make your reservation now for the upcoming Awards Banquet and Holiday Party. Both are always a good time to relax, enjoy some off-

season time with one another and for those of us with spouses or significant others that are not as active, bring them along and be sure they understand how fun this group of people really is.

This month is your opportunity to vote for your officers for next year by marking and returning the ballot that's attached to this issue. I'd encourage you to not just vote, but recognize the great service that these people, as well as our numerous committee chairs and other volunteers, are doing to ensure that we have an active, vital club. Please consider giving back by getting involved yourself when you see an opportunity of if someone approaches you for help. That's what I did several years ago, first as Assistant Safety Chair, then Safety Chair, then Secretary, Vice President and now President. I remember feeling that I had no idea what I needed to do when I first got involved. But that has seldom prevented me from trying something in life so I went for it. By doing so I've learned there's no better way to get more out of Nord Stern than by giving something back!

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

-Bob

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Ad frequency	X1-5	x6-11	x12
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1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
Business Card	N/A	N/A	\$20

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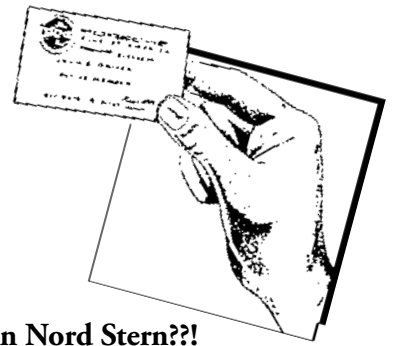
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



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.

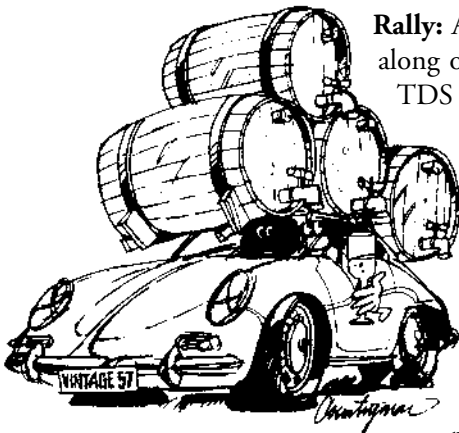
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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.



From the Editor . . .

by Christie Boeder

First things first, if you haven't read Bob Barker's column then go do it now! Then come back and read mine. Although there is no way I can be as funny as he is this month. I started to laugh so hard I had to stop reading! And additionally he had some great comments about the club and about the art, the joy, the work of volunteering that I thought were right on. So go read the 'Prez Sez!'

And now on to my little commentary. Lots and lots of follow up event photos in this issue. While I could say that working with all those pictures is what slowed me up this month on turning the issue around, that would not quite be right. Other stuff in life just was kind of sneaky and interfered. But I sure was glad to have so many wonderful images of some recent events. The Beer and Brat tour headed up by our very active Rochester group looked like great fun and we were sorry we were out of town for that. Instead we were sweating down in Florida on a little vacation time we tacked on the end of Bruce's stewarding duties at the recent Daytona Beach Club Race. It was a smaller race this year but being at the Daytona Speedway is always a treat and we enjoyed spending time with fellow PCA'ers! I am always amazed at the hospitality that can be experienced at the different regions within PCA.

This issue also has the info on our upcoming Annual Meeting and Awards Dinner night. I always like this evening because it tends to be low-key with lots of time to catch up with friends. Some events are so busy, busy, busy and this is one of the few times we all can just sit around and enjoy the camaraderie so get your reservation and dinner choice/s in now!

Next I wanted to point out the wonderful article in the latest Pano - ours just arrived on Saturday - written by our very own Fred Senn. Many members who have been on track or in the club over the years know Fred as a great instructor, teacher and raconteur par excellence. Many of you probably have no idea who he is if you are newer to the club. Fred is not driving on track these days although he continues to instruct for the Driver Training days.



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Fred is one of the founding members of what is now known as Fallon Worldwide. This firm has been highly successful and known for its creativity, innovation and integrity. And one thing Fred does so well is write . . . be sure to check out this great article on the coaching program Club Racing is striving to incorporate into its program as it seeks to continue to provide venues for drivers to improve their skills and experiences in the world of amateur racing. Club Racing choose Brainerd to roll out this program so many of us had the opportunity to meet David Murry.

More than anything I was once again struck by how active Nord Stern members are on both the local and national level. It frankly makes me extremely proud to call Nord Stern my home region. And to have the opportunity to spend time with so many talented and, frankly, very cool people. Not only is Fred very talented and a tremendous asset to our club, he's just an all around great guy and fun to know! And he is just one of a number of 'very cool people' in this club.

Seriously, thanks to each and everyone of the many Nord Stern volunteers who care and take the time and effort to continue keep our club fresh, relevant and vibrant!

And with that final note, PLEASE note that 'Dues are Due'. Our dues are a mere \$20 per year (this goes to defray the newsletter expenses and frankly that doesn't cover it) and run January through December. Do Renew! We like sending out the newsletter!



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Letters to the Editor . . .

Fall Color Tour 2009 Extraordinaire!

Gayle and I just wanted to thank John Dixon and crew on another well done Fall Color tour. It was great fun and the largest turnout I have ever witnessed.

Anyone who has not experienced this tour should definitely make it a point to go next year!

– Cheers!, Mike Robinson/2002 Boxster S

Big Thank-You to John Dixon and all the volunteers that put on this great weekend. What a turn out we had with what was said to be one of the largest groups ever. Lots of nice P cars (I think 45) on the road to Ely is always fun. Weather was fantastic and as always we had a great time.

If you have not had the chance to join this group on this Color Tour Weekend you need to make your plans for next year.

– Greg Adams/1977 Red 930

Jo and I had a great time again this year. Wonderful weather and beautiful scenery, and the color in the trees was nice too.

Thanks to John, Jill, Ed, Keith, Sarah, Tim, Ron, Claire, and anyone else who helped make the event happen. It takes a lot of work by many people for things to go smoothly. Events like this don't just happen. Contact John and volunteer for next year.

Since this event is getting so large with so many people participating, some of us golf nuts have added another activity to the weekend. Five couples (5 Porsches) left the Twin Cities Thursday at noon and formed a caravan at Tobies for a drive up to the Fortune Bay Casino. We had dinner together Thursday night and played a little at the Casino. Friday morning we had two tee times at The Wilderness golf course.

If you are a golfer, you really should play The Wilderness. It is a great golf course. The casino has a Stay and Play special for golfers. Also, if bringing your clubs is a problem, the course has rental clubs which they do not charge for if you stay the night at the Resort.

If you are interested in joining us NEXT year for some golf on Thursday and/or Friday, send me an email. I will be organizing the golf again for next year and I would like to put together a list of potential players.

This does NOT interfere with any of the regular FCT activities. We finished our Friday round and had lunch at the club and then drove to Bluefin arriving around 5 PM in plenty of time for the 7:30 PM party.

Thanks again to John and all the volunteers and to all who participated. Number 17 is in the history books, can't wait for #18!

– Dale Trippler/2006 Speed Yellow Boxster S

Finally! Carol and I are Fall Color Tour “veterans” and not “newbs”. Should have done this a long time ago but somehow it never worked out until now.

Great opening in the weather on Saturday. Had some rain going up, but did we get hammered coming out of Detroit Lakes on the way home. I hope those of you heading south had a better time of it. But still, that was just a reminder of what a great day Saturday was.

I understand why everyone applauds John Dixon. Some 45 cars and almost 90 Porscheophiles . . . the old “herding cats” Superbowl commercial comes to mind. :-)

It truly was a great time . . . highly recommended if you haven't experienced it. Thanks to John and everyone else (I know there were a lot of you) who pitched in.

– Roger Grimm, Fargo, ND
1968 Sand Beige 911 Coupe
and 1984 Moss Green Carrera

Changing Oil

Well . . . For 2 years in a row, I've ended up with a mess on my garage floor. The first year was my first oil change for the 911. I thought I had prepared well with a 15 qt drain pan. I neglected to read the directions, though, and assumed that it worked like the one I used growing up. Unfortunately, it didn't and I ended up with a ton of oil on the garage floor. I read the directions afterward to discover my error. The drain pan is rectangular and flat with a funnel indentation on the large face where there is a yellow funnel inside the indentation. I thought there was a hole at the bottom of this funnel indentation, but there isn't. You have to screw the yellow funnel to the capped opening. There is also another capped opening that would be at the top by the handle when it is standing upright.

Continued on page 13



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Nord Stern Calendar

2009

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
- 21 Annual Meeting and Awards Dinner**
 Embassy Suites Hotel
 6 pm Social
 7:30 Dinner
 9:00 pm Awards
 Cost \$45 each
 Questions? Kim Fritze (see page 4 for info)

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

PCA Zone 10 Calendar

Courtesy Doug Pierce, Zone 10 Rep

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.

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
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Nord Stern Annual Dinner

Saturday, November 21, 2009

Embassy Suites Hotel
2800 American Boulevard West
Bloomington, MN 55431
952.884.4811

Social:	6 PM - 7:30 PM
Dinner:	7:30 PM - 9:00 PM
Awards Ceremony:	9:00 PM - ?

Dinner Choices:

Roast Pork Normandy - Oven Roasted Pork Loin Served with
a Apple Calvados Sauce

– OR –

Pecan Crusted Walleye Served with Maple Beurre Blanc

Cost: \$45.00

Checks payable to Nord Stern
Mail check and dinner choice to:

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Let's celebrate the Nord Stern 50th anniversary one more time!
Hope to see you there!

Another 'My Porsche Story . . . or, How Did I Become one of the 'Addicted/Afflicted!'

by Keith Jones

Once again we are working to highlight our 'member stories' to find out how we ended up owning the Porsche or Porsches that we do. It's interesting to see where the attraction (or as some would readily admit, the addiction to 'P' cars) came from and when it started. My observation is that once the bug has bitten it's pretty much a life-long fascination and obsession.

Are there common elements in everyone's 'stories'? I think that's a very good question and if you think you have an opinion along these lines do submit your thoughts to the editor so we can include some thoughts and observations; am sure there are plenty out there! Keith Jones submitted the following and one thing that immediately struck me is the reference to someone older, respected and looked up to as a big influence in the youthful mind of this fledging 'car guy' as this is a similar scenario to what my husband also will admit about his early fascination with Porsches. He certainly didn't grow up in a family that was geying sports cars! And in fact, cars were just a means of transportation for his parents . . . so you have to assume the influence of an older, admired car guy along with that genetic predisposition just might be the combo that creates the future obsession!

But that's just my opinion, what's yours??! Let me know and send in your 'story!' Thanks, Editor Christie.

First fell in love with Porsches as a young boy. Growing up in a town of 12,000 people, many times you have to make your own entertainment. My neighbor had a 1967 911 Targa (soft window). Dr. Lemon "allowed" me to help him detail his car. I would spend hours detailing the engine with a toothbrush and in return he would take me to the airport

to "blow out the carbon" on Sundays. While working on that car, Doc and I had many interesting chats about athletics, girls, school, scouts, medicine, and our families but most of the time we talked about cars. When in high school all of my classmates lusted after the great muscle cars available at the time. My mind stayed focused on that nimble 911, with the most beautiful exhaust note ever played.

Shortly after I was married, Susan gave me a bank savings pass book with 911 dollars inside. She told me in addition to college and retirement we needed to save for my dream. I have been fortunate enough to have six Porsches over the past 13 years, three of which are still in my garage. More importantly, many of my best friends have come from within our local Porsche community.



This year, I thought I had it all figured out. Made sure to have the drain pan setup correctly, then drained the crank case. A little splashing, but no big deal. The yellow funnel did get pretty full as the oil drained into the pan. I thought about opening the other screw cap, but I was pretty sure that oil would run out of it. When I popped the oil tank drain plug, the yellow funnel filled quickly and overflowed. I had oil on the floor again! I couldn't believe it. I think if there had been a better vent hole, I would have been OK. I am wondering what others use. Is it better to have a 2 or 3 gallon drain pan and then a separate storage jug for transportation to disposal?

– Thanks, Rob Allen

Sorry to hear about your troubles with oil . . . I have had little spills over the years, but not usually during oil changes. I use a large black pan for draining only. I then pour into gallon jugs for disposal. At the recycle depot, they let me keep these jugs, although the containers I bought oil in could be filled with drained oil, then left there. Since my early 911 (72S) has quite a distance between the tank and the sump, I usually use two pans. A friend gave me an oil change pan from a truck shop, years ago. It is about 3 feet square, by about 5 inches deep. I usually am not expecting a mess, but if I am, I can put this pan under the whole area. If things go wrong, at least you don't have a stained floor. A pair of 10-15 qt oil pans should do the trick, with a flattened cardboard box as a mat underneath your work area. If you have a small spill in the driveway, it will wear away quicker (in the rain and snow) than it would in a garage space. It just looks uglier out in the open. I like to keep a sheet of scrap cardboard under each of my cars in long terms storage, just in case there is a bit of drippage.

– Best of luck, David G.

I also have a drain pan like yours and have never used it as the oil from the tank comes out too fast for the small funnel entry hole. I have a wide open 12-15 qt. pan with a spout. Holds all the oil and most of the splash and then easily dumps into my 5 gal oil containers. I can then deliver it to recycling at a friends shop.

My advice is to get a fully open drain pan. I've had mine for so long I honestly don't remember where I bought it but I know they are available.

– Jon Beatty

5-gallon pail.

– Roger Johnson

Another option, buy an oil pump for around \$60 - it holds 10 liters. Pump your main tank or oil pan near empty and what

drains out is easily manageable. It's usually less than an ounce or two. I use it on my 944's, Diesel truck, boat etc. Never spill a drop.

– Brent Knoll

I don't know where I got it, but I have a round metal pan, about 16" deep and maybe 2' across. Nothin' fancy; just an open pan. Shallow enough that I can slide it under the sump without having to raise the car at all; large enough that it will hold about 12-13 quarts. Kind of thing you might find at Mills Fleet Farm.

I try to buy oil in the 5-quart jugs. After I put the plug in and fill up with fresh oil, I use a "give-away" 24-oz plastic cup and funnel to pour the oil back into the empty jugs and head off to Jiffy Lube to get rid of it.

I've tried the "fill and carry" containers (pull the plug out, drain, put the plug back in and carry away), but found the oil just comes out too quickly to drain. Had it on a friends 4-post lift one fall and thought a funnel would have enough flow . . . but no!

So I keep going back to the open pan.

– Roger Grimm

The Home Depot (and probably every other home store) has tubs for hand mixing concrete. They're around \$15 made of plastic and are about 24" X 30" X 6". Use one and have no problem with overfilling. Pooring and storing aren't the best, but really not too bad either. Just pour into some wide mouth 3 gallon containers picked up at fleet farm.

1 US quart = 57.75 cubic inches

So 11 quarts = 630 cubic inches

24 X 30 X 6 = 4,320 cubic inches (bottom is curved so not quite this, but a lot of room in general.

– Joe Higgins

I have a similar round 15 qt with the same problem. The oil drains out too fast even with the breather opened. So I usually stop the flow with my finger or a rag and let the pan catch up. I still like using this pan because it is easier to pour the oil into my recycling container than from my old open top steel pan.

– Lloyd Vasilakes



Out and About on 'Beer and Bark IV!' . . .

by Jeff Boehm and photos by BJ Peterson,

Bark and Beer IV the unofficial, now official Nord Stern Southeast Minnesota Fall Color Drive is now on the books. With 14 cars (13 Porsches and an Aston Martin) we hit the road at 10:30 Sunday morning October 11th from the Best Buy parking lot in NW Rochester.

We headed east on the county roads and made our way through the Robert J. Dorer Memorial Hardwood Forest and Whitewater State Park on our way to first stop for lunch, at The Creamery in Rushford. This was actually an old creamery at one time and also survived the massive flood of a few years ago.

After lunch we headed to historic Lanesboro on twisty County Road 16 which follows the Root River and is super for scenery and driving. We spent close to an hour in Lanesboro going through the quaint little shops and visiting The Scenic Valley Winery and of course sampling some of the wares. My favorite was the spiced pumpkin wine!

We departed Lanesboro on another twisty road that took us out of the river valley on our way to Fountain, MN. Here many of us stopped at Los Gables, a cute little Mexican restaurant in the middle of nowhere for a goodbye burrito and beer or whatever and to say our goodbyes.

Wanda Prescher, who lost her husband and our friend Dennis last fall to cancer, asked Andy and Ellyn Mulholland to drive Dennis's 1964 356 on the drive. Kind of ironic . . . the oldest car being driven by the youngest couple.. It really is the people!

All around a very fun fall day!

As Steve Thompson stated:

Thanks to Jeff and BJ for organizing a marvelous day's drive. I guess that the weather could have been warmer and the colors could have been more vibrant but it was great to renew some old (and not so old) acquaintances and to make some new ones and, as always, it's not just the cars, it's the people.

Thank you to all that attended and we hope to see more of you next year!

– Jeff Boehm & BJ Peterson





Above left: Todd and Kathy Smith enjoy a 'photo op' and Above Right: How 'Bout Some Torque!

Out And About at '09 Fall Color Tour

photos by Ron Faust



Left: Ike and Sharon Halliwell, Above They Call This Wilderness? Below: Ed & Ali Vasquez and Chris & Roger Riley enjoying lunch outside (they were braver than 80 other attendees!)





Above left: Lining Up for lunch at the Wilderness and Above right, Captain John keeps an eye out for any stragglers!



Above Left: The Halliwills and Fausts are 'Ely Bound!'; Above right: Nord Stern Supermodels; Below left: Lining up and Below left, Bruce can't stop talking cars!



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Carmudgeon Chronicles . . .

by Ken Kamstra

Okay, here's the deal. I'm buying Porsche's first four door sports car, called the Panamera. It's not officially on sale until October 17 but I put my order in on September 15. Talk about over eager. Promised build time is December.

Dealing with Porsche was easy. "Pay full list and work out your own financing. Maybe take a second mortgage on the house or whatever". Then wait your turn. I get mine maybe for Christmas. Now I know how my kids felt waiting for Santa. It will seem like an eternity

Porsche's no-dicker dealing was panty waist stuff; dealing with my auto immune wife was not. "Sell all those darned old cars!. That's what you promised." Marital tranquility was at stake. I did indeed make that heart wrenching deal. No more blubbering about how they are old friends, not old cars. A deal is a deal. Sell them I will.

You can cash in. Want my last Porsche? Helluva deal. 928S bought new in '85. Garnet red. Stick. Just 22,000 rust-free, ding-free miles. Needs a new home.

Back to the Panamera, "my last Porsche." My wife has been scoffing at those "last Porsche" promises since 1961. That's when I bombed into our driveway with my first new Porsche, a spanking new 356B. Red. Ragtop. My first real sports car after years of assorted junkers.

I raced it. Drove it like hell. This was the glorious, pre-arthritis, pre-new knee era that I thought would go on forever. Caution was for wimps.

A parade of "last Porsches" followed. Mostly hot 911's. Then it came time for my really "last Porsche", the Panamera. The long wait for delivery is eased by my fantasies about driving it. All wheel drive so snow be damned. I'll rumble up to traffic lights and rap those 400 HP pipes. No drag racing, just sending a message that this old "Carmudgeon" is still with it.

Secretly, I see it as a sports car for senior car nuts. Maybe I'm wrong. Porsche's new CEO, Michael Macht, says they're selling like hot cakes. More than 4,000 at last report. That's good news; I'll not be alone on the road.

But Macht had some frightening news too. An electric Panamera! "We are taking the first step in this direction....with the Panamera."

Have they no sense of decency!

Reading the brochure on my Panamera, I was too busy drooling to catch the warning signs, as you hold the brakes at traffic lights, the engine stops. That's to save gas – and our planet – till you're ready to go. Release the brake and it automatically starts again. You feel good about yourself. You hope the guy next to you is a tree hugger who will give you a thumb's up.

Or you press a button that says "deactivate" this crazy system.

Unless you want to wait for the electric powered version, I urge you to put in your Panamera order now.

– Ken at thinkmk05@comcast.net

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NCR'S Coastal/Poker Rally: First Timers' Luck

Reprinted from August Northlander, NCR Newsletter - by Paul Termin and Ellen Benjamin

Editor's note: I recently heard from Paul Termin, long time Nord Stern member to let me know he had written an article in the North Coast Region's newsletter and would I be interested in it? I, of course, said sure! And also asked about his move and here is what he had to say (my husband immediately said, 'Paul moved?!') and I wanted to share this with everyone as I believe many of us can and do echo his sentiments:

"We moved to New Hampshire in July but spent the late Winter and all Spring packing and getting the house ready to sell. Therefore, we [regrettably] gave up this season of racing. My years with Nord Stern span two periods: One in the early 80s to about 1990 and then again when I moved back from Boston starting about 2000 or so. I did not run the car in Boston as I had no garage because I lived in a tiny apartment.

We still plan to run with Nord Stern (one of the best clubs in the country). Even some of the members of the local club knew about the Nord Stern runs at Road America and BIR and about the Kansas City club at Topeka and Heartland. These tracks are much better for club p-cars than either Loudon (NSMS), Lime Rock or Watkins Glen in terms of availability for more than a one-day event and costs for the event.

We have driven the 1,500 miles between New Hampshire and Minnesota so often that a three-day trip to BIR or a two-day trip to Road America does not seem like a big trip. (Therefore, please keep sending the newsletter as we need to keep up with doings in MN.)."

Thanks -- Paul & Ellen

(editor's note: But of course! We love our 'out of region' friends and members! And Thanks for keeping in touch.)

On the morning of August 22nd, the second NCR Road Rally of the season began at Porsche of Stratham. Twenty-five eager drivers gathered to hear the rules of the road for the morning's Poker Rally, and to enjoy the generously provided early morning coffee and donuts. The plan was simple. with two minutes between each car departure, the driver(s) would follow a detailed set of driving/mileage directions to pick up a series of sealed envelopes placed at various stopping points along the route. Each envelope would contain a single playing card. At the end of the rally, the group would meet in Wells, Maine at the Merriland Farm Restaurant for lunch and to see which driver(s)



had accumulated the "best hand" of five cards. This was not a timed rally but one focused on enjoying the day, the scenery, and being part of a team of drivers who would no doubt have fun navigating the morning's routing.

We were first timers for at this NCR event although we had participated in previous time/distance rallies. We had recently moved to New Ipswich, New Hampshire from St. Paul, Minnesota where we had been active members of the NordStern (North Star) Region—assisting at the driving schools and at special club events. As a result of our summer household move, we had forfeited our annual opportunity to stretch our Porsche legs at Brainerd International Raceway, Road America, and Heartland racetracks. We were eagerly looking for a group of like-minded individuals who enjoyed the camaraderie that comes with a shared appreciation of Porsches, driving, and racing. We found the NCR members to fit the bill. Unfortunately we had not yet brought our 930 Turbo or our track 911 Porsche out to New Hampshire. They remained in Minnesota safely tucked away in a temperature-controlled garage.

So we sheepishly entered the Rally driving our late model Toyota Tundra and hoped to hang toward the back of the pack so as not to embarrass the other drivers (try to be inconspicuous in a bright red half-ton piece of sheet metal).

Jim Gratton had spent a great deal of energy planning a route that would be both a driving challenge and a touring pleasure. His efforts were appreciated as the drivers wound their way through the narrow roads of eastern New Hampshire and into Maine. Most drivers traveled in pairs although some solo players were required to keep their eyes both on the road as well as on the detailed

driving instructions—not an easy task. We made our way from Stratham to York Harbor to Mount Agamenticus (where the views and the caretaker’s pet porcupine were interesting sights) through Kittery and Ogunquit and finally to Merriland. Jay had built in some special challenges as many of the roads were unmarked or were marked only by small handwritten signs that could be easily overlooked. Seeing another Porsche driver coming in the opposite direction on a road raised immediate questions of who was lost and who was on the right path. What was Edgar doing returning from the direction we had thought was correct? Why were three Porsches cutting across a road that was not marked or indicated in the instructions? Were our cumulative odometer readings correct or had we missed the turnoff? As area novices, we soon learned that following someone who confidently told us that they knew the local roads could be a recipe for error. Not being familiar at all with the major roads (much less the minor ones), we found ourselves spreading maps out on the dashboard of our car (no GPS at hand). If we became lost, we imagined ourselves ending up in Canada.

The Rally had both the collegial flavor of a club event and a tiny competitive edge similar to that found in The Amazing Race as drivers tried to move as quickly as possible to retrieve the envelopes they needed. Although there was no true finisher and no one was eliminated, there was satisfaction in following the directions efficiently. Although backtracking after missing a turn was frustrating, those who became lost took it in good spirits. We all finally gathered at midday on the beautiful lawn at Merriland Farm Restaurant. The rain had managed to hold off until after lunch thanks to Hurricane Bill.

Lunch was shared in an area set aside for the drivers and we soon learned the outcome of the coveted playing card envelopes. The three best hands went to the Weiners, the Broadheads, and the Demetris.

Thanks to Deb Gratton’s careful planning, they each received special winners gifts in recognition of their “only by luck” results since the envelopes were sealed and no one could have known what their card selections contained until the end of the rally. As for us, we experienced first timer’s luck—we drew the only Joker out of 104 available playing cards. As a result, dear reader, the writing of this rally review was our “prize.” Our true reward, however, was a chance to participate in a lovely morning of driving, road challenges, great scenery, Big Daddy’s Ice Cream, and a chance to interact with NCR members; an opportunity we hope to experience again in the near future. The next Road Rally is scheduled for October 3rd to look at early foliage and will no doubt have a clever theme. Set the morning aside for another great NCR event--participate and enjoy the ride.

All photographs by David Churcher

Above left, Ellen Benjamin and Paul Termin

Above right, the beaches in Maine provide some summer scenery



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



We continue with a few more issues out of sequence, kindly forwarded to yours truly from the archives of Sharon Binek and Jim Tourtillotte.

Ron Faust

August, 1977

- Bruce Erickson writes about 914 fires. NHTSA had published a warning after receiving 17 owner complaints of engine fires. The high fuel pressure required by the electronic fuel injection is thought to be the cause.
- A St. Cloud autocross has low attendance. Editor Bierbaum comments "The only witnesses being the inmates of the correctional institution across the highway, many of whom no doubt lusted after the Porsches, having a history of driving cars that did not belong to them." Cindy Doering again edged Gordon Doering in their 356; four seconds this time.
- The August BIR event is open to all experienced drivers, using Metropolitan Council classifications.
- A Pepsi-Camel GT race at BIR was won by Danny Ongais in the Interscope Porsche 934. Walt Mass won GTU in a 914/6. Nord Sterners Larry Skoglund and Frank Hunt finished 1 and 2 in their Carrera 2's in the vintage car race. How many current owners of 4-cam Carrera 2's would have the guts to take these machines out for a little fender to fender racing in the rain? Other notables on our familiar home track included Al Holbert, John Greenwood, David Hobbs, and Hurly Haywood.
- As a predictor of the lack of innovation that has gotten them into much bigger trouble 30 years later, Detroit automakers have threatened to forgo production of the 1978 and 1979 model year unless proposed clean air standards are relaxed.

January 1978

- Much of this issue is devoted to welcoming new members and more bios on current members. Xavier Brassens, George and Jan Brewster, Roy and Joan Clark, Roger Harrison, and Tom and Janet Horan are introduced.
- In the dark days of winter the editors must have really needed content on this short edition (which had not one photo). Current members had submitted short biographies that filled five pages of the issue and emphasize educational backgrounds, family members, and work positions with only scant mention of the Porsches that brought us altogether. Some members have still not lost their passion for Porsches; everyone should have such an avocation that lasts through decades.

- *Charles (Chip) Alexander*
- *Margaret Blazek and Chuck Bidwell*
- *Steve and Kathy Coleman*
- *Dudley and Jacqueline Davis*
- *Dan and Cindy Engel*
- *Bruce and Ginny Erickson*
- *Ron and Claire Faust*
- *Gary and Kathy Fitch*
- *George and Mary Gorbatenko*
- *Dennis and Eunice Guentzel*
- *Dick and Rose Henneberger*
- *Corey Johnson*
- *Ken and Marion Kamstra*
- *Phil and Karen Saari*
- *Larry and Sheri Smith*
- *Dave and Mary Lou Thompson*
- *Bob Wight*

June, 1978

- The "Marque" series on non-Porsches features a '72 Lotus Elan. Although the author compares it frequently to his motorcycle, he says it does have very closely spaced pedals that require narrow shoes.
- Member bios feature Xavier Brassens who signed up for the Last Fling two days after he came to America. He had taken some "racing courses" with no track time near his home in Monthlery, France. A 914 was his first Porsche, but on a previous trip he toured the US with three others and camping gear in a "beaten 54 and 161,456 miles VW," finishing with only two cylinders. "Winter never beat a Minnesotan, they say! It did not beat a Frenchman either (although that was close), thanks to the warmth of Minnesotans." Xavier, wherever you are, come home to us!
- Jack and Karin Palumbo have graduated from a series of Fiat spiders to a used but highly unreliable Jaguar sedan to a 914 that got wrecked to a 911SC. Karin shares the automotive passion so much that they are vying for track time at BIR and she's the one that thinks they need a second Porsche.
- 135 Nord Sterners show up for a potluck dinner. A surprise concours in the parking lot picks John Belgarde's farm truck and Larry Skoglund's Jaguar (?) for firsts. The latter is termed "gauche" by the editors, defined as "lacking style, especially social grace."

- A spring tour travels from Fort Snelling all the way to Michael's restaurant in Rochester on the back roads. That not being enough, they then headed to Whitewater and on home via the back roads.
- Bob Cox writes on an early Councours de Elegance in Afton. He says Webster defines it as an assembly of beauty. Jack

Palumbo, the Engels, and Doug Holt were overall winners, but perennial Concours superstar Jim Tourtillotte took his 914 division. Thirty years later, Jim was overall winner with his 911 in our 2008 All Porsche Show; his black SC was painted by Mike Jekot for the 2009 All Porsche Show poster.

Scanning the Past!

by Ron Faust

Right: The Passionate Frenchman (boy, does he look like a 'race car driver!' says Madame Editor)

Below, Bob Cox, master scholar of the 356, judging at the Afton Concours

Below right, ThePalumbo's sporting "I own" name tags.



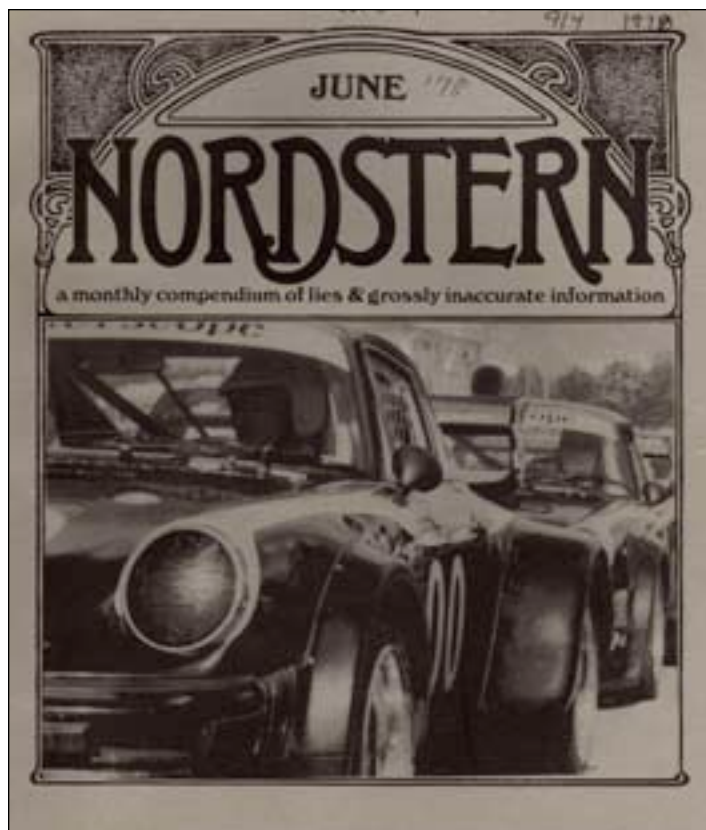
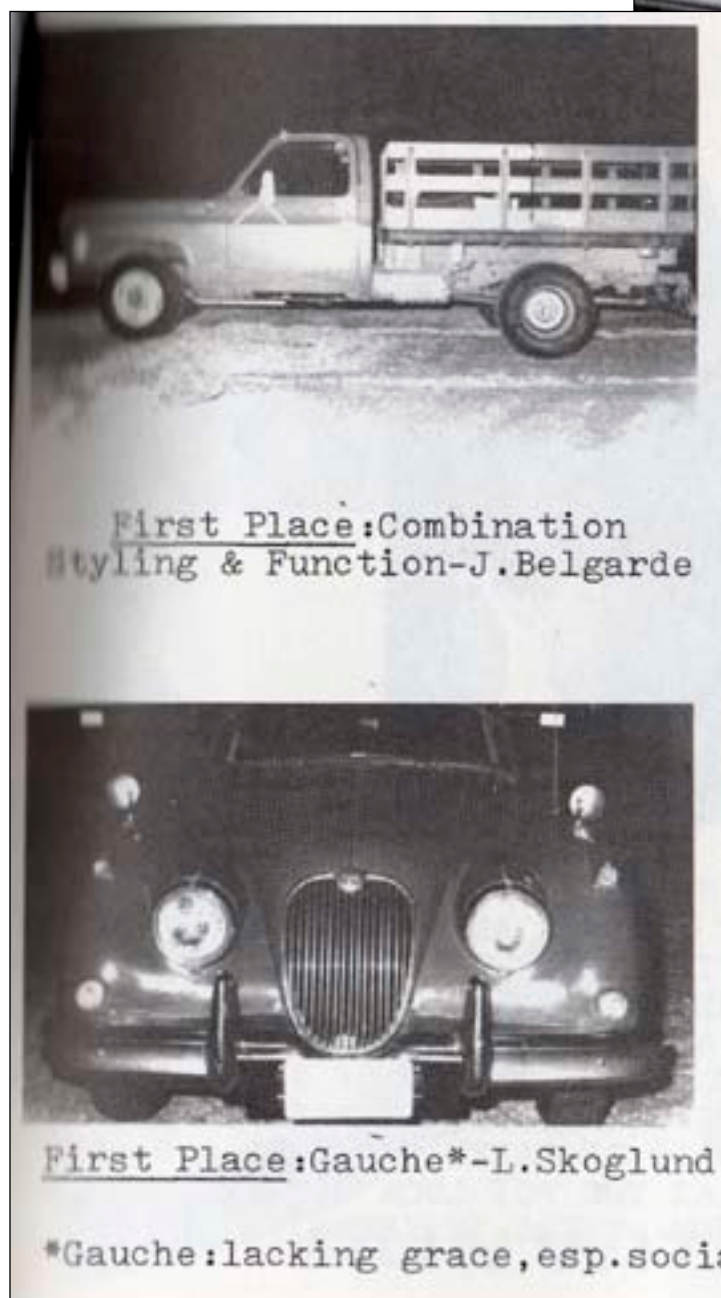
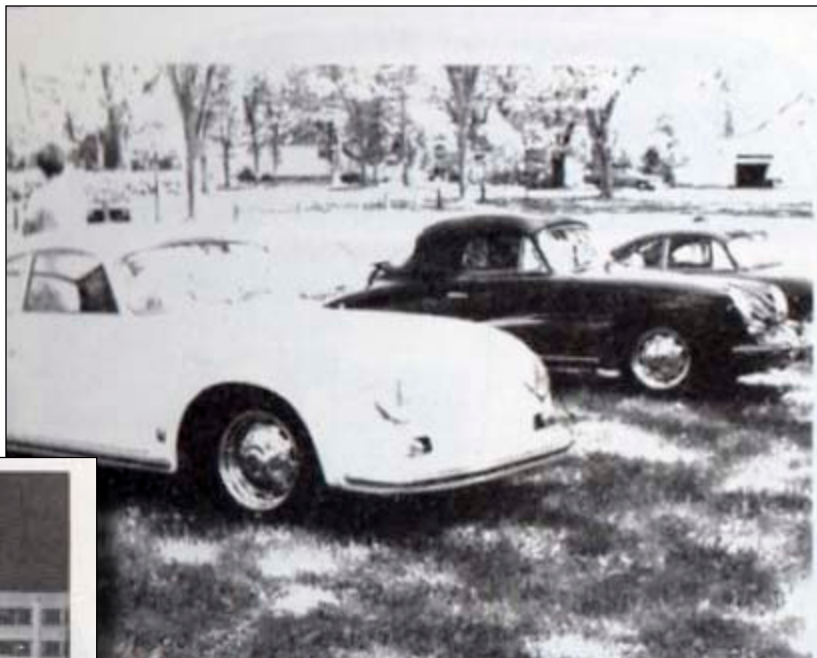
Scanning the Past!

by Ron Faust

Below: Awards given for a “surprise concours” held in the parking lot at one event

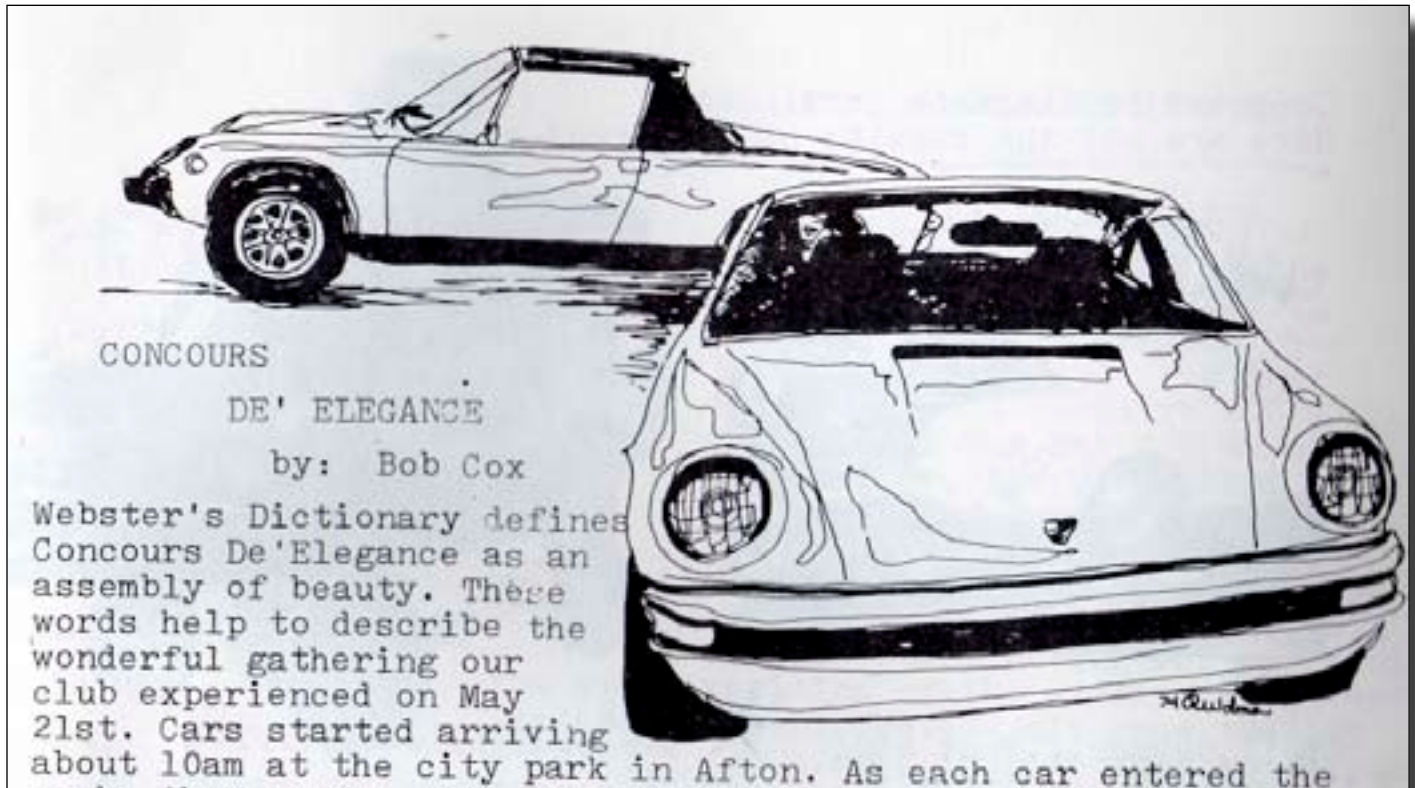
Right: 1978 Concour, Afton City Park

Below right: June 78 cover: Not just another pumped up 911. Interscope + 00 = Danny Ongais



Scanning the Past!

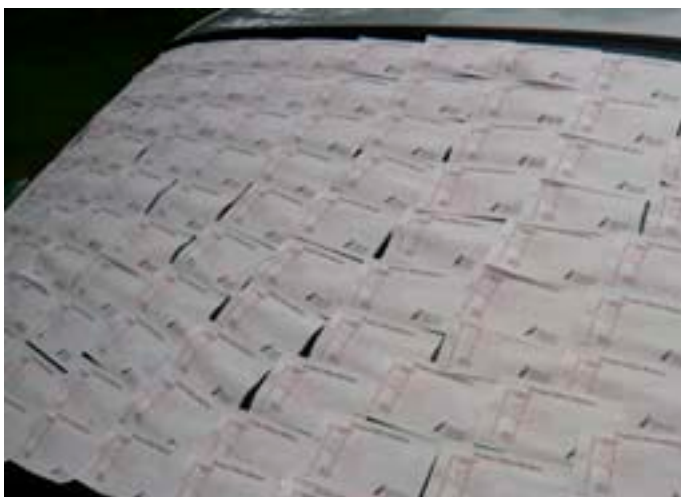
by Ron Faust



Above: The 1978 Concours article starts with a definition



Above: Pepsi-Camel GT Vintage Race, June 77: the furious four cams



Out and About at '09 Fall Color Tour

photos by Keith Jones

So, more goes on at FCT than sometimes meets the eye! The above 'decorations' greeted Keith on Saturday morning (editor's note: I saw them first! Do note that the post-it notes are 'For Protect What Matters - Diastat Rectal Gel'! Hmmm, bizarre sense of humor. But seeing them totally cover the windshield, windows was awesome.)

The wet paint signs were also part of a decade and a half long tradition of pranks between a few Nord Stern members. Pranks have included fussy dice suddenly appearing on rear view mirrors, fake bullet holes on car windows, fake parking tickets, a fake T-bone steak "grilling" on a 911 whale tail grill, a fake cigarette "smoldering" on cabriolet roof, police crime scene tape around a 911, a fake phone call from the Minnesota Highway patrol, the list goes one. And evidently the perpetrator manages to remain 'faceless!'





Out and About at '09 Fall Color Tour

photos courtesy Brian Lewis and friend, Ashii (inset)

Notice the snaking lines of cars! All colors, many models, but everyone obviously having a fabulous time 'Up North!'

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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. Porsche's PDK transmission was "clutchless."

True or False

Panorama 6/02, page 38e

2. The original 15-inch wheel diameter that was used in the first 911 Porsche models was retained all the way through the 1989 model year as a stock size.

True or False

Panorama 7/02, page 94

3. The Porsche designed and manufactured "Jagdwagen" of the mid 50's had Type number:

- a. 597
- b. 987
- c. 551
- d. 359

Panorama 12/02, page 87

4. The 50th Porsche Parade logo has a car with headlights that are:

- a. On
- b. Off
- c. Taped
- d. None of the above

Panorama 11/04, page 21

5. Development of the Porsche Carrera GT for production was assigned to Weissach's motorsports group.

True or False

Excellence Was Expected, Vol. 3, page 1455

SPEC 944. . .

continued from page 36

well sorted race car for \$7,000-8,000 depending on what options you put on the car in the areas that you can modify. You could even get into that range with a little more expensive initial car if you watch how you spend your money. Expect a fully prepped car from a shop to be in the \$15,000 range, still very cheap when compared to a standard Club Racing build.

I'm going to stop talking now, but this should give you a basic idea of what the SPEC/ SP1 944 classes are about. In the next issue, I will document the start of the budget build, beginning with the best part....gutting the car and getting down to weight!



Answers:

- 1. F
- 2. F
- 3. a
- 4. a
- 5. T

Guess What??

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Tires

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Race Ready Brake pads, Brake Rotors

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.

944 SPEC/SP1 Build, Part I: Intro to SPEC/SP1 Racing . . .

Reprinted from March Der Sportwagen, by Karl Wilen, Kansas City Region PCA Member/Joel Karns' 1983 944

In the last couple of years, I have been very involved in the track scene here in the Midwest. It has been a fun (and busy) ride building, maintaining, and running track-side support for the cars of various club members, as well as getting my own car out on the track. If you don't know me, I'm easy to find, just look for the guy that is usually sprinting from one end of the paddock to the other and then back again while trying to keep everyone up and running for their sessions! Finding me and actually catching me are two different things though. So, for the next couple of issues, I will take you into my hobby, and show you what it takes to build a fully prepped 944 race car for National Auto Sport Association (NASA) SPEC series (and Porsche Club of America, SP1 class). In this first article, I want to briefly touch base on what it takes to meet the requirements in the NASA SPEC and PCA SP1 divisions. In subsequent issues, I will focus on the various stages of building a safe and reliable race car, and touch on things that you, the average shade tree mechanic can handle, and some of the things you will want a professional shop to set up. And keep in mind, these cars can also be used as dedicated (and cheap) driver's education (DE) cars as well! The car I will be documenting from start to finish is local racer Joel Karns' 1983 944. Joel is currently putting in a lot of time and effort into getting the SPEC region established here in the Midwest.

First, here's a little background on the NASA 944 SPEC racing series. The purpose of the 944 SPEC series is to offer an affordable solution to wheel to wheel racing, which is designed to keep the competition close by limiting the number of modifications that can be done to the car. By doing so, the main focus is on the driver's ability, and not on how big his pocket book is. You don't have to worry about the guy next to you who has spent oodles on a full blown Moton suspension, and is running 18" lightweight rims, etc. Due to the restrictions, you know that for the most part, everyone else's car is going to be the same as yours. Some of the rules of a SPEC series car include having to run a specific tire and wheel, certain suspension, stock body work and meeting a certain minimum weight limit amongst others. These details I will get into for subsequent issues as we touch on those areas. For now, I am going to concentrate on the basic 944 SPEC series, which includes the 944 8 valve 2.5L naturally aspirated models. There are other SPEC divisions established as well, including a new SPEC Boxster division, which you can read about on the various SPEC websites. With the NASA SPEC series becoming so popular, the PCA has adopted the NASA SPEC set of rules and has created a class for them in club racing. For the NASA 944 SPEC series, the equivalent PCA class is the SP1 class. So essentially, you can race in 2 different

series under the same rules, whether it is with PCA or NASA.

Again, the difference in the SP1 class versus other stock classes in PCA, is the restrictions NASA has placed on modifying the car, which PCA upholds. In a standard PCA stock class (for instance, E class) while the major components of the car must be left stock, areas such as suspension are left open to modification. So, you may have one driver with a fairly stock cheap bare bones suspension, competing against the same type of car with a \$10,000 (or more) suspension set up under it. Not to say the guy with the expensive suspension knows how to drive any better, but he is definitely at the advantage in terms of the car he is driving. How cheap is cheap?

There are a couple of things to factor in when buying the initial car. If you are doing most of your own work, then buying a cheaper car for \$500-1000 might be a great option. While you will have a LOT of maintenance items to replace, saving on shop labor allows you to go through the entire car and replace anything that is questionable for only the price of parts and whatever your own time is worth.

On the other hand, if you are having a shop do most of the work, then you want to start with the best example of a car that you can find, maybe in the \$3,500 range. Finding a car that has maintenance records and has been well cared for will give you a great car to start with. With a 944, cars with recent clutch jobs and a front engine service are the ideal candidates. Remember, it is going to be a race car, so cars with questionable paint jobs etc can be fixed very cheaply at Maaco, or ran as is. And the total cost of a prepared car? If you start with a cheaper version with a good motor and most of the work yourself, you can have an extremely

Continued on page 33



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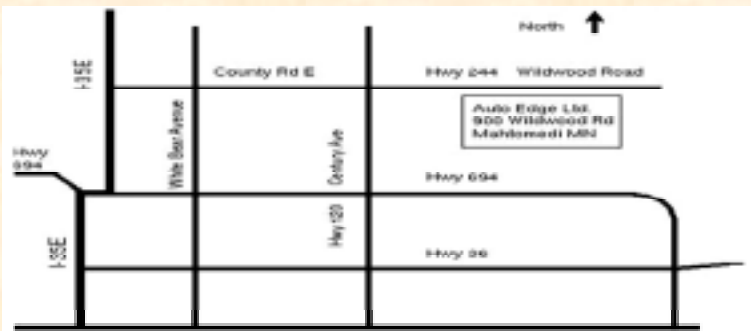
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