



Nord Stern

DECEMBER 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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Please contact staff for any event coverage you need

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Cover: Our cover shot this month is featured in the article 'From Porsche Basher to Porsche Fan.' Follow the saga of the restoration of this very early 911 by new Nord Stern member Dale Horihan. Photo by Dale. Love the green and red for our 'holiday issue!'

Address changes

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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

Is it really December already? I can't believe how fast the year has gone and how much fun I've had as your President. I'm very proud to have been able to represent Nord Stern in its 50th year. We've got a great Club with an impressive history and I'm so thankful to have been part of it. Reflecting on the year, I've observed some key things:

- We have a great variety of members – united in their love of Porsches, but different in ways that keep things interesting
- Our region is well respected and well represented in the National PCA organization
- The quality of the events we put together for our members is truly impressive
- We have great relationships with local dealers, shops and businesses that support us while we support them to create real win-win's
- We give back generously to our community and have fun doing it

We're fortunate to have many passionate members willing offer their input and advice on club business and many passionate members willing to pitch in and help. It's a wonderful thing when those members are one and the same! ☺It's very hard to put my finger on a single, peak moment during the year because there were so many great events. But I have to tell you about one that was a highlight for me personally. It was when I asked Kim Fritze to be my Vice President. This is an important decision because this person often goes on to be President and then becomes part of the Board for 3 years. It's the beginning of a commitment. The right person in this role is vital to the health of the club. I thought long and hard about it – not about WHO I wanted for the role (Kim for sure), but rather what could I do to convince her. I was prepared

to use my business negotiating skills to help her see the role in the best light. I had all sorts of arguments prepared and stories to tell about how it's really more fun than work, etc. Well, I didn't get to use any of them. I had hardly finished asking her when she said "YES!" in the enthusiastic way that we all know Kim for. It was rewarding to not only have her say yes, but see her continue to be so excited about the opportunity. In addition to Kim, we've got a GREAT line-up of officers on the ballot and, based on the early returns from our election, this bodes well for a strong year ahead and a great future for Nord Stern.

Please, take this opportunity to sign up for the Holiday Event, show your support for the club and get ready for a new year of more Nord Stern fun! Thank you all for the privilege of letting me serve as your President in 2009, a special year for a very special Club.

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

| | | |
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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 |
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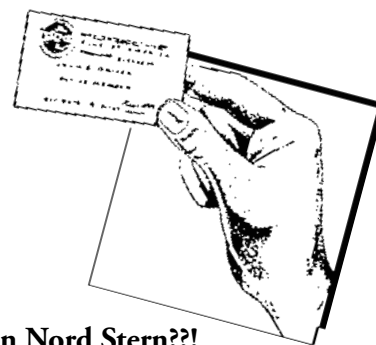
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Todd & Sheila Kihne

Eden Prairie MN
2008 Cayman S

Steve & Amy Perry

Baldwin WI
1991 944S2

Mark Randall

Carver MN
1996 Carrera S

Donato Ricci

Hager City WI
911 Turbo

Klaus Schneegans

Lakeville MN
1984 911

Winton Sweum

New York NY
2005 Carrera S

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.

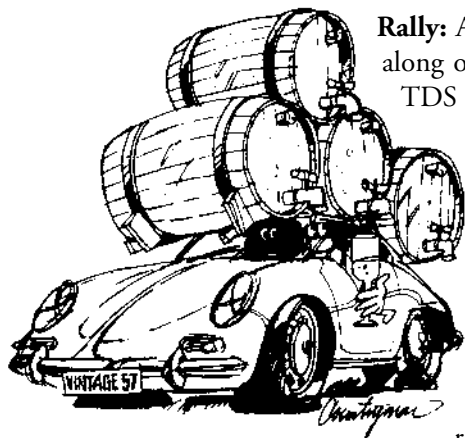
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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.



Last issue for 2009, wow, another year has just absolutely flown by. A year of work, play, ups and downs but always a year of driving our Porsches. Whether on the track, or on a tour or cross country - we have done a lot. Not much to complain about at all! And with the mild Fall weather, even less to complain about and since the Boeder daily driver does not get garaged in the Winter we really have very little to bemoan! A good year for sure, despite the general economy the club is in good shape with a strong membership, lots of interesting activities and events programmed into the calendar year with many more on tap!

As Prez Bob has pointed out numerous times this year the club depends on it's membership and the volunteer efforts therein. We are incredibly fortunate to have so many willing to pitch in and get things done, to devise interesting and fun activities and yet always willing to try new and different things. It's our club, we make of it what we will. I trust that you, as a member, are taking advantage of all that is offered and are, better yet, a part of those offerings!

Speaking of which, the track dates for 2010 are here and official!!! I will start running them in the calendar next month but space is short in this issue so here are the biggies:

- **First Fling** – April 30 DT + May 1 & 2 DE (By popular request, a week later/warmer than the last couple years!)
- **Fast Fling** – June 19 & 20 DE (possible extra day event TBD on Friday the 18th as well)
- **Road America** – July 12 & 13 (Mon & Tue before the KIC - back to our historic dates!)
- **Club Race** – July 30–Aug 1 (the dates we wanted)
- **Last Fling** – September 10 DT + September 11-12 DE

Wow, is all I have to say. These are **fabulous** dates and positioning for the upcoming summer. Mark your calendar now and plan on being there!!!! The Boeders will...



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Letters to the Editor . . .

Manual Transmissions

My friend, who has experience with a manual transmission, asked me if she was driving it properly.

I've been driving a manual by choice since high school. But, it dawned on me that perhaps I might not be doing it correctly.

While riding with her I noticed she shifted out of gear quickly (low RPMs) and not very smoothly, I could feel a little clunk. And her takeoff from the light was slow.

I tend to shift (rightly or wrongly) at a higher RPM, closer to peak torque.

I understand that fuel economy verses smoking the 'vette next to you have to be considered but any tips would be most welcome.

The car is a 3 series Xi so it has a considerable amount of HP/torque.

– Mike Lancial

Driving in a sporting manner is not the most fuel-efficient. All engines will tend to have lower brake specific fuel consumption at lower RPM and more open throttle. The latter may be counter-intuitive, but pumping losses are lowest at wide-open throttle. For a given power need, it will be produced most efficiently at the lowest RPM possible.

– Roy Henneberger

Ialso had a friend ask me for advice about shifting a manual transmission after they bought their first manual car in over 20 years. My advice about always shifting at redline didn't seem to help them much though.

– Brian Hanson

Iagree. I prefer to bounce off the rev limiter at each shift and then turn it in at the end of the lease.

– Brian Gale

For a car I'm going to keep for a while . . . I try to avoid lugging the engine. If I'm accelerating or going uphill I will shift at a higher rpm. If I am going downhill or just maintaining speed I'll shift sooner.

– Lloyd Vasilakes

Equal Restraints

I'm looking to update the seats in my 77 911S but have a question on the equal restraints requirement. I don't want to lose the ability to have in-car instructor time.

Would putting fixed (driver) and hinged (passenger) seats both with five point harnesses be considered equal restraints? Or would both need to be fixed?

– Joe Higgins

It is not about hinged vs. fixed it is more an issue of whether or not the belts work. Using 5 pt. harnesses with stock seats is not a good idea. If you put a seat in the car with correct cutouts for harnesses then it must be paired with a like seat with correct harness cutouts.

As long as both seats are correct for harnesses and the harnesses are mounted correctly, it should not be an issue.

– Jon Beatty

Ahinged seat should have a seat back brace to be equal to a one piece seat. My two cents.

– Lee Jacobsohn

Boxster Spyder Commentary

Love the idea! Beautiful car! It's about time Porsche throws a bone to some of us for a couple of their recent product indiscretions (ie. Panamera and Cayenne). (ducks tomatoes tossed from those in the overly devout crowd!)

While I truly love the idea and 95%+ of the car, it'd be even better sans a couple of the cosmetic items (completely subjective, obviously):

- Speed humps on the rear deck of the Boxster have never looked right. The idea is fine but the dimensions don't work correctly with the short, curved rear deck.
- The rear badge on this edition is a bit too much (ie. too long). It too doesn't look right. A better option would be to simply carry the "Spyder" badge. This is an easy fix though.

Those two items aside, I love it. Extra power, less weight! As a current Boxster S owner I have to give Kudos to Porsche for finally helping the Boxster get closer to reaching it's potential!

– Jared Scribner



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Nord Stern Calendar

2009

December

2009

- 8 Nord Stern Business Meeting**
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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

January

2010

- 12 Nord Stern Business Meeting**
 Ramada Mall of America Airport
 2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
 Questions? Prez Kim Fritze
 6:30 Social, 7:00 Business Meeting

February

2009

- 9 Nord Stern Business Meeting**
 Ramada Mall of America Airport
 2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
 Questions? Prez Kim Fritze
 6:30 Social, 7:00 Business Meeting

March

2009

- 9 Nord Stern Business Meeting**
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 2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
 Questions? Prez Kim Fritze
 6:30 Social, 7:00 Business Meeting

PCA Zone 10 Calendar

Courtesy Doug Pierce, Zone 10 Rep

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
 Ozark Lakes Region: www.olk.pca.org/
 Red River Region: rev.pca.org/
 Schönesland Region: www.shonesland.org
 St. Louis Region: www.stlpca.org/
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Nord Stern at '09 Fall Color

All photos by Steve Thompson

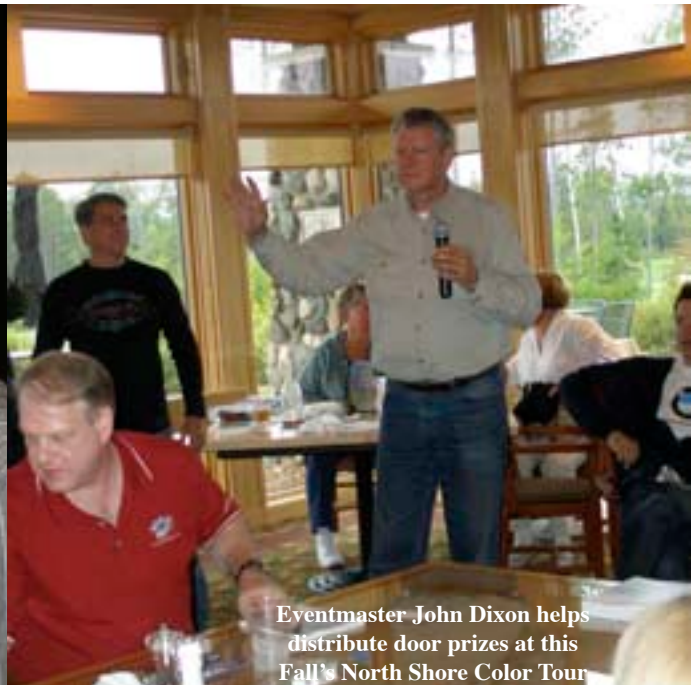


Lots of happy North Shore drivers

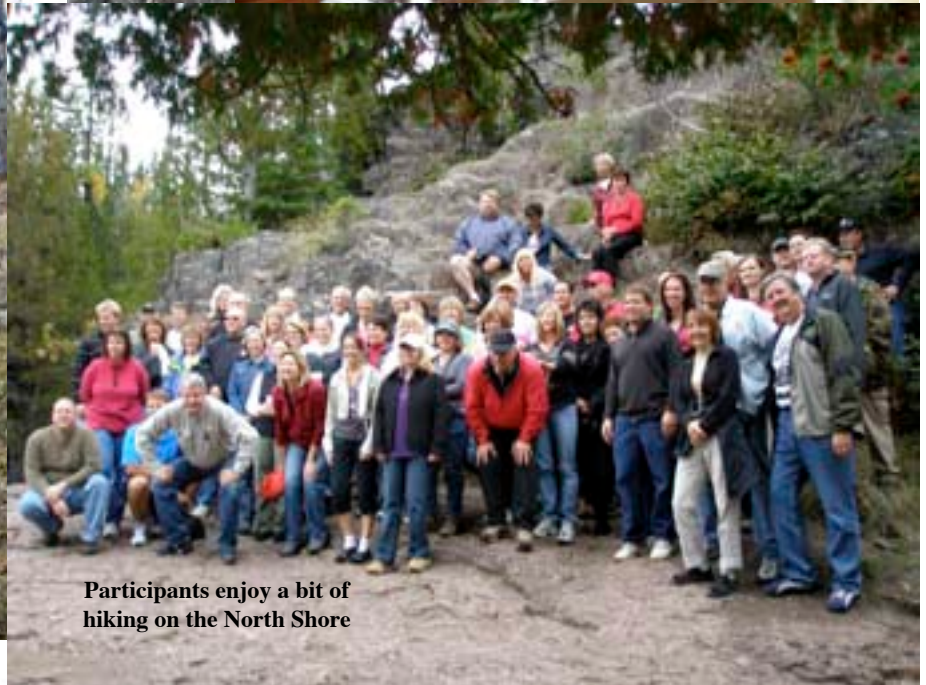


Photographer Jill Daneu 'caught' in the moment!

Sarah DeLong and Tim Fahey



Eventmaster John Dixon helps distribute door prizes at this Fall's North Shore Color Tour



Participants enjoy a bit of hiking on the North Shore



Lots of 'P' cars!



From Porsche Basher to Porsche Fan

by Dale Horihan

I've been a sports car enthusiast all of my adult life, but have primarily focused on British and Italian cars. During this time I've undertaken several higher end restorations and thoroughly enjoyed the process. But each time I completed a project I found that I couldn't really drive and enjoy the car. I was too worried about a door ding or sand and/or gravel causing chips in the front of my new show paint jobs.

I had come to a turning point where I said "this is it". I'm never going to do a factory correct restoration again. Instead, I'm going to rebuild cars the way I want them. If the color isn't factory correct – tough! It will drive those purists bonkers. And if I want to sit on a comfortable set of seats with a decent lumbar support – so be it. Heresy for any purist. Hey, air conditioning would really be cool too (pun intended). It was my intention to build cars that I could drive and enjoy!

So in January 2008, while convalescing from a minor surgery I was surfing e-bay motors. In my surfing, I stumbled across an old Porsche 911 sitting in a farmer's shed (in Minnesota!). It was listed as a Wisconsin car with a blown engine.

Perhaps this is a good time to mention that I have never been fond of Porsches. Just like everyone else I carried the stereotype that all Porsche drivers/owners were snobs.

Well, to make a long story short, I won the auction for this forlorn 1967 short wheel base 911. As I mentioned earlier, I tend to be an auto enthusiast and can quote car trivia about European and domestic cars with the best of them. However, I really didn't know diddly about what I sarcastically referred to as my new super beetle.

Below: The day the 911 was first delivered



Above: Interior before

But true to form – I am a researcher. And the more I dug the more my interest rose with regards to what I was now referring to as the "Beast". As it turns out, it really wasn't a Wisconsin car after all, but had spent its life in Costa Mesa, California as a daily driver. Second crucial point was that "this thing didn't have any rust!" Even when the front and rear windshields were removed to inspect the lower corners – nothing but rock solid red paint and no rot. In time I did manage to find one spot the size of a quarter in the floor pan behind the driver's seat. This was a minor fix and we managed to save the original floor pans.

Other facts I was able to uncover...

- The car was titled in 1967, but manufactured in September 1966.
- It was a European delivery and the owner spent a month touring Europe in his new 911.
- It is not an "S", shucks!
- Its original color was Polo red with Black vinyl interior with corduroy inserts in the seats.
- Only factory options were Goodyear tires and a radio antenna
- Engine, Transmission and Chassis were in-deed matching numbers

So equipped with this information, and contrary to my previous proclamation – this car was going to have to remain original – and I was once again in the restoration quick-sand. But I did make one critical decision. While I would not do anything to significantly alter the car and I would certainly not "cut" anything. This process was going to be a "preservation" and not a "restoration". This means

that I will take measures to preserve the car while keeping it as a drivable toy. Someone else down the road can re-do the car as a 100 point show car if they wish. It will be my job to preserve the vehicle the best I can. I further determined that my approach was to first focus on the mechanical bits such as engine, transmission, suspension, fuel system, brakes, etc., etc. and then move on to the cosmetic side such as interior and paint.

So now the fun began. Remember, I'm still not an avid Porsche enthusiast. But I'd like to get this red beast at least running to see how she drives. I don't know anyone in the Porsche club or inner circle so I look up Nord Stern on the internet and call someone for technical advice (sorry, I really don't remember who this was). I asked where to take the car for an engine rebuild. I was given a couple of good places but ended up at Flat Six in Bloomington, as it was quite close to home. I dropped a pick-up load of rubber tubs full of engine parts off with Aaron at Flat Six. Yes, the previous owner had taken the engine apart around 8-10 years earlier and just dumped everything in rubber tubs. Aaron's first task was to see what was there and what was salvageable. After a few days Aaron reported that two pistons were shot and three jugs need to be rebuilt. Amazingly most parts were there and in good condition. It took several months to get parts reconditioned and find the few missing items. But Aaron managed to get the old 2-liter flat six with Webbers back to new specs and looking like a piece of art.

Numerous friends and avid auto enthusiasts assured me that Porsche transmissions were bullet proof and rarely failed – I would be wasting my time and money to have Aaron go through it.

For once I'm glad I didn't listen. We found a couple busted gears and a few other issues, and thus we went in for the full rebuild. Now I know what I've got.

So by spring of 2008 (with much help from Aaron at Flat Six) the beast was ready for its first drive. I took it home to Eden Prairie – about 4 miles. Wow! This beast drives like crap! Steering shook like crazy, gear linkage was like trying to shift – I don't know what. Sloppiest shifter I've ever seen. Even worse than the 1966 2-ton tilt cab Ford truck I had driven as a kid on the farm (that one had 5 universal links in the shift). But somehow I made it home.

Engine installed and finally on the road



Did I fail to mention that the interior was shot and the seats felt like you were sitting on a 5 gallon pail without the lid? And the tires were old and hard. I later found out that the rear torsion bar bushings were shot and the pivots were running metal on metal. We also determined that both the front and rear wheel alignment was toed out (both should toe in). All of these issues contributed to the miserable drive-ability that first day.

As the summer progressed I managed to have new shocks installed and turbo style tie rods – which made an amazing improvement. Add in new tires and it got even better. The more I drove it the better the engine seemed to run. Aaron told me not to baby her, but to push the revs. This is always hard for me to do with a new engine – but I followed instructions – things seemed to continue to improve.

By summer's end two things had become evident. The old beast was really starting to get under my skin – she was kind of fun to drive and I kind of like the funny hollow sound from the exhaust. The second point I discovered was that this car was somewhat rare and I wouldn't see another one every time I headed out on the streets. This I liked!

This past winter I decided to replace the rotten dash and headliner. But to do this the front and rear windshields need to come out. Once out, it quickly became apparent that if I wanted to paint the car – now was the time as it was nearly completely prepped.

So yes, I decided to replace the old (very bad) paint. But true to my plan – it was only going to be a “driver” paint job. No show quality paint job that would keep me from driving the beast.

I went to a good friend who had done painting for me in the past. He picked up the car in late March or April – ‘cause I told him I needed it for the summer so we need to get this thing done quickly. But, as so often happens in old car repaints, in Mid September 2009 (yes that's 6 months!) I went and picked the car up with all the extra parts and took it to another shop. Yes, the guy is still a friend, but my patience had run out and I was on a mission to get this car back on the road. The new shop was called Straight Line Customs in Shakopee. Dan (the owner) was kind enough to meet me at the shop at 8:30 that night to let us drop off the beast. He looked at it briefly and said we'd talk in the morning. I should point out that that the first guy had managed to get the car painted, but had not finished buffing it out.

The next morning when I arrived at the shop to talk with Dan about how we would approach the beast I must admit that I was surprised and alarmed to find that he had already taken the beast back down to bare metal. I think I was speechless. But Dan assured me this was the correct thing to do and that we'd work it out financially.

Next morning I stopped in again and the car was already repainted. I explained that I would really like to have the car for the last Cars-n-Coffee of the season in Chanhassen, the first weekend of October. This gave us just over a week. Dan really went aggressively to work on the beast and every day I could see

Continued on page 14

I have to say with all honesty that I really love the old beast, and I'm dreading having to put her away in winter storage. But it will just make the yearning for next spring all that much more special. So I've gone from being a Porsche basher to a Porsche fan.

Yes, I know I need to change her name, but nothing has popped up yet. But I am looking forward to getting the beast out to some of the Nord Stern events this next season and hopefully get an opportunity to meet some of the members.



New Paint, interior and wheels

The Beast is really growing on me!



Interior - needs work!

Below: Getting there!



Nord Stern Business Minutes October 13, 2009 . . .

by Jeff Boehm and photos by BJ Peterson,

Meeting called to order at 7:06pm

Treasurer: Looking good financially. Soft year for participation, but still doing all right.

50th Anniversary: Nothing to report.

Advertising: Transitioned to Jim Bahner. New advertiser (Imola Motorsports) in the latest newsletter. FindCars.com is also a recent new advertiser.

Autocross/Time Trials: Nothing to report.

Charity: Down 9% from last year, but still gave over \$18,000 for the year. Another great year of supporting the Courage Center.

Concours: Trophies are ready for presentation at the awards banquet. All of the files and records from the event are ready for a new Concours Chair. Anyone interested can contact Brian or Kim Fritze.

Club Race: Nothing to report.

Dealer Relations: Nothing to report.

Drivers Ed: Good, safe events this year. Attendance down some. Would like to thank all the event masters for the year.

Registrar: All events are now closed out for the year. Dave Anderson will be taking over registration next year.

Driver Training: (Ron Johnson) The Plan is to try to use DT as a way to get more people into the club. Will be looking at doing a number of things to try to attract participants into the schools particularly on Friday sessions. Also looking at doing a National Instructors school for instructors in June of 2010 and doing more communication about how to participate and when the schools are scheduled.

Drives: Good year for drives. Three drives were held this year. Discussion held about whether non-members can participate in these events. It was agreed that they should be allowed to participate if the event is not full with members, but that they could be reminded of the cost of insurance that is shared by members.

Fall Color Tour: Excellent tour this year. Highest participation ever.

Archivist: Nothing to report.

Insurance: Nothing new.

Membership: Many thanks to Steve Sherf for his years of service as Membership Chair. Transition is underway to Ed Vasquez. Down 31 full time members and 7 affiliate members, but total membership is still around 850. Considering doing the new member social at the Automotorplex again next year, but also holding a similar meeting somewhere on the east side to attract

new members on that side of town. Will be considering trying to do electronic registration to make re-registering easier and more convenient.

Met Council: No report

Newsletter: Many thanks to Ron Faust for his help in sifting through historical newsletters and interesting stories from Nord Stern's past. Suggested an article introducing the new event and committee chairs since there are so many new ones for next year.

Rally: Another successful rally this year. Great weather and 18 cars participating. Dale Trippler has stepped down as Co-Chair and transitioned the historical files and records to new Co-Chairs Scott Welz and Pat Clay.

Road America DE: Good event although lighter attendance than usual. We will look to try to get our previous earlier date back which may improve attendance.

BIR: Try to get First Fling date that is more attractive as well.

Rules: Did make some passing changes at the last event for Run Group 4 to allow more open passing per National's rule change. Participants seemed to enjoy the new rules. Current rules will be adjusted to reflect this change. Will be reviewing the safety aspects of the rules to make sure they are focused on the safety aspects of DE's.

Safety: Nothing to report.

Shop relations: Trying to organize a tech session at Maplewood on the new Panamera

Social: Awards dinner will be on Nov. 21 (Saturday) at the Embassy Suites in Bloomington. Send photos of this year's events to Roger Johnson for a slide show at the awards dinner. Roger is also preparing another entry for Region of the Year based on all of our events this year for the 50th. Carrie and Michael John will coordinate the holiday party this year. Anyone with ideas for speakers at the party please let Kim know.

Taste of the Track: Lydia Meyer will take over chair for Taste of the Track. She will also coordinate parade laps. Michelle will transition responsibilities to her starting at First Fling next year.

Timing and Scoring: No report

Track Relations: No glitches this year. Will be looking to get next year's dates scheduled.

Webmaster: Website got second place in the PCA competition making three years in a row we have placed in the top two. Another excellent showing.

Adjourned at 8:20pm. Respectively Submitted by Scott Welz for Dale Trippler, Secretary



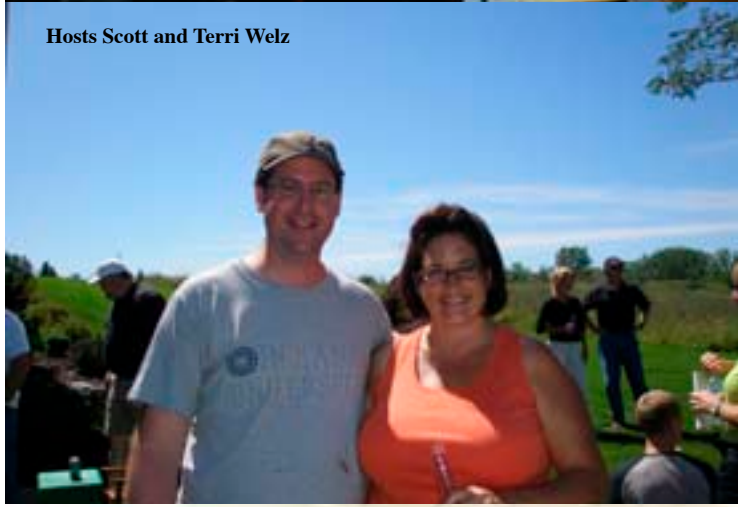
Lori and Mike Lancial



Hosts Scott and Terri Welz



Becky and Chris Dvorak



Marsha and Mike Drake



Jo and Dale give Fred the 'signal'



Second Place goes to Christie and Bruce Boeder



New members Tom Niccum and Nancy Dowling

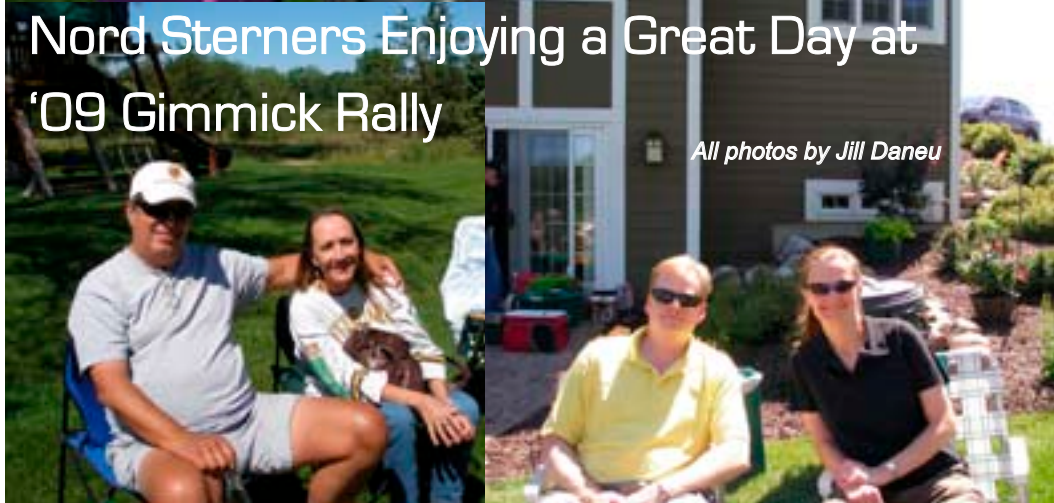




Third Place finishers: Ali and Ed Vasquez



With a perfect score and taking first place were Pat and Suzanne Clay



Nord Sterners Enjoying a Great Day at '09 Gimmick Rally

All photos by Jill Daneu



Kathy and Todd Smith



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Membership News

Membership Reminder - In order to ensure continued delivery of your Nord Stern Newsletter, please send your membership renewal by January 15th to:

**Ed Vazquez-Nord Stern Membership
18918 Dorenkemper Pl
Eden Prairie, Mn 55347**

CHECKS PLEASE !

COMING SOON IN JANUARY

NEW MEMBERSHIP CONTEST

WANTED!

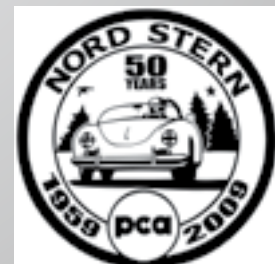
Need Nord Stern volunteer for membership project in the following Minnesota cities: Alexandria, St Cloud, Duluth, Mankato, Rochester, Moorhead/Fargo and Marshall. I also need a Nord Stern member who lives in Iowa, S.Dakota, Western Wisconsin and Canada.

You must be a Nord Stern member for this project.

WANTED!

**Help in implementing Electronic Pay Plan for collection of Dues.
If you have experience or knowledge in this area, please contact me.**

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Porsche Panamera . . . Embrace the moment

by Bob Beck, Reprinted with permission from PCA.org

Porsche likes to speak of its DNA. Study the Porsche family of cars and you'll understand what Porsche's DNA is all about. It's a family of technology, passion and proportion in motion. It is perhaps best said that nothing drives like a 911. If you are going to build the ultimate sports car it goes without saying that it will be compared to a 911. Introduced in 1964, the archetype 911 defines the sports car.

On the other hand if you are going to build an ultimate sports sedan it would typically be compared to an Audi/Mercedes/BMW/Maserati-ish sort of thing. There are a lot of good choices in the luxury sports sedan category – A8, M5, CLS AMG, Quattroporte. At one time it would have been hard to choose, but no longer. Today there is really only one choice and it is unequivocally the Porsche Panamera. It's that good. You simply need drive it to understand.

As a born skeptic, I traveled off to sample the new Panamera as a 911 man. On the roads of Milwaukee and the track at Road America, I would test the Panamera as a 911 devotee. Being a 911 man I really don't do automotive change well. With apologies to Porsche, I haven't even completely accepted the Cayenne. I have owned or driven every type Porsche made and enjoyed them all but I'm a 911 man at heart. There is something intangible that gets in your blood with the 911. It is driving perfection.

Now, frankly, my automotive world order has been rocked. A middle age fog could be clouding my vision but I'm rethinking the whole 911 man thing. Maybe a Panamera could fit in my garage, too? Maybe I'd like to take the wife and kids when I lap the Nürburgring. No, my manhood is not withering as we speak. I am still loyal to the 911 but the Panamera is an amazing car. Perhaps it's even worthy of consideration as the perfect Porsche.

The technology and numbers of the Panamera have been well-documented by now. It brings a lot to the game with an efficient direct injection engine mated to a smooth 7-speed PDK transmission with all of the suspension and engine tuning buttons one could dream of located on the center console. S and



4S versions sport a 4.8-liter, 400 hp V8 engine, while the Turbo version pumps out a conservative 500 hp to all four wheels. When the launch control feature activates, it's nothing short of amazing. Prices range from \$90K to over \$130K.

All this tech goodness delivers stunning performance. The performance is beyond the sports sedan expectations. It's really a super sedan. The Panamera Turbo has a Porsche stated zero-to-sixty of 3.8 seconds, only three-tenths slower than the 911 Turbo. In usual Porsche fashion, these numbers are a bit conservative as the street times are rumored to be 3.5 for the Turbo Panamera. The 400 hp normally aspirated Panamera turns in a healthy 5.2 second zero-to-sixty. Tie this together with the legendary Porsche chassis and brakes and we're off to the races.

But numbers and factoids don't make a Porsche. (Heck, the Corvette has good numbers but it ain't no Porsche, my friend.) The roads and race tracks of the real world is where Porsche has earned its' reputation. My Panamera test drive came with real world extremes. Milwaukee has some of the worst weather rutted roads in the world. Contrast this with Road America, just outside of Milwaukee, one of the best driving, well-storied tracks in the country. So how does it drive? As expected in a six-figure car, the Panamera is perfect for a long haul drive in the city or country. The long wheelbase and sophisticated suspension tuning make for a perfect compromise of supple ride and top of the class handling. With smooth PDK transmission, efficient direct injection power in the 400 or 500 hp range, it takes off like your favorite executive jet. To complete the experience, Porsche adds to that what it calls an "executive class interior" (think Bentley meets LearJet).

Porsche is very, very good at most things, but they have yet to master Mother Nature. So I tackled Road America in the wet... very wet. An ark would have been more appropriate for the biblical proportions of rain. Chassis dynamics and physics come to play much earlier in this kind of weather. Fortunately for me I had Porsche factory driver Patrick Long riding shotgun to help temper my driving skills.



Belted in a six-figure car with 500 horsepower on a very wet track I had never driven, Patrick and I paddled up to speed. Once settled into the cockpit, I would have sworn I had jumped into a 911. It felt like home. The IP and cockpit are designed to feel like home for the 911 driver. The power and handling are world-class good. The car feels completely neutral and begs to be pushed hard even in the wet. The steering is precise, but a little numb on feedback compared to the 911, but this is understandable with the large engine up front. The Michelin Pilot Sport PS2s offered amazing grip as I found out when I unleashed the 500 hp Turbo on the back straight. The thrust was astonishing. The only thing that felt out of sorts were the sweet engine sounds that were coming from the wrong end of car. Oh well, lots of Le Mans winning cars have had the engine up front.

A lot has been made of the exterior design. Some say it's not the best looking car ever made. Certainly, the same was said of the original Beetle and even the first 911, the 901. The Panamera looks like a Porsche and one must see it in person to judge how well form follows function. My experience is that when you see it in person and drive it at speed and the Panamera morphs into a thing of absolute beauty. Form so very much follows function. The proportions of the car in motion define its beauty. Porsches are not static objects. Touch the Panamera, drive it, and you will see the beauty. Whether driving on Road America or up to your favorite valet parking event on Saturday night and you are front row material.

The most important design feature of the Panamera is the interior. Fittingly this is the first Porsche that focuses on passengers as well as the driver. It is a unique interior synthesis between sports car and luxury sedan. It is a distinctly Porsche interior with a splash of English-like coachwork and luxury to boot. This the most luxurious interior seen from Stuttgart. Four things immediately stand out: first, the ascending center console, reminiscent of the Carrera GT; second, the four individual seats, all 911-style sport seats for great support; third, the amount of space in the rear, where even taller passengers will find plenty of legroom and headroom (with room for those well over 6 feet tall); and fourth, the versatility of the luggage compartment, thanks to the folding rear seats. The driver feels coddled by all the dynamic features of the Panamera interior - seat position, pedal placement, instrument panel and so on. Fortunately the dynamic luxury the driver feels is shared with all the passengers - the experience is indistinguishable from one seat to the next. The center console extends into the rear seats, so the rear passengers can access their individual gadgets for climate control and seating options. Every surface can be covered in the rich leather with wood and metal touches. In fact the only people who are not going to enjoy this interior are the folks at Mercedes or Bentley. It is stunning.

I sense a paradigm shift coming and it is the Panamera. Perhaps this is the first archetype for the super sedan. Porsche definitely built a better sedan and in the process they may have built one of the best Porsches ever. Sixty plus years ago, Dr. Ferry Porsche built the car he wanted and the world loved. Now Porsche

has built the car you and your family will want. The Panamera has arrived. Embrace the moment and take a trip to your local Porsche dealership.



All Photos courtesy PCA.org, Above: Patrick Long at the wheel

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



August, 1978

- “Getting to Know Our Nord Stern Members” features **Bob and Barb Cox** this month. Bob’s long automotive addiction is traced through a series of British cars back to a proper 1938 Ford Coupe. In ’74 and ’75 he started winning Nord Stern Concours with his ’73 911. Soon he got into restoring a long string of 356’s; his collection in 1978 included a 356 Cabriolet and a ’59 Carrera Coupe. He was very active at the track as well. Barb served faithfully as his pit crew. Bob is a Nord Stern legend to me; he restored the 1964 Irish green 356 coupe that I eventually got my hands on in 1984. About the same time he was selling a spectacular cream Speedster to a buyer in Japan for over \$30,000 and we thought, “Yeah, right!” Though Bob told me my humble coupe was “just a driver”, it embodied his restoration style—absolutely original and without a single part missing. It’s hard to find a 45 year-old car that hasn’t lost parts and hasn’t been modified by somebody in some way.
- **Doug and Cindy Holt** are also featured. Doug couldn’t afford his first car until “a million years of school.” By 1974 he had graduated from medical school and owned a copper brown 1974 911. A 540° execution of Turn 10 at BIR was said to be one of his most memorable automotive experiences. This induced Judy, who was 8 months pregnant, to go home and deliver immediately. What is that baby driving now?
- The Marque features a 1954 Corvette owned by **James Michels**. He says if you drive it in the rain you quickly figure out why it’s called “the bath tub.” The firm ride and the shape of the seats were a pleasure. This was his favorite of a long line of Corvettes.
- A summer tour in August will head up to Duluth, the North Shore, and Ely, then camp at Bear Head State Park. Anyone with a guitar or harmonica is asked to bring it for the evening campfire.
- A 10-day trip to Watkins Glen for the Grand Prix is also announced. The race is \$20 as is a motel room at the Viking Resort nearby.
- The Marketplace includes a ’72 914 1.7 for \$3000 and four 914/6 Fuchs for \$500 or best offer.

September, 1978

- The cover shows the window sticker from a 1978 928. List price is \$29,218; mileage ratings are 12 mpg for city driving and 19 for highway driving.
- The schedule for the Last Fling, October 7-8, indicates the hot track closes at 4:05 pm on Saturday for a gymkhana. On Sunday timed runs go from 11 AM until 6 PM except for a

lunch break. (*editor’s note: Wow, 6 hours of timed runs!!*)

- **Larry Skoglund** had gone racing by 1978; he scored a first in class and first over-all at Blackhawk.
- A family picnic at Como Park picnic grounds is scheduled for a Sunday in September.
- **Jackie and Dudley Davis** are featured in the “Getting to Know” column. His car affliction started at age 14 when his dad bought a basket case MG TD. He raced TR4’s in SCCA. A Cobra is also mentioned. Jackie was said to be having trouble getting started in 1st once when Dudley recommended a little more gas; she “lifted it off the ground.” Dudley’s fantasy car would be an RSR and Jackie’s is a concour speedster. Exquisite taste.
- The Marque column features a 1963 Studebaker Avanti owned by **Kathy Demaster**. She considers it a “lady’s” car, in spite of its 289 engine. She says it’s the first American car with standard disc brakes. Features include an all fiberglass body, roll bar, and an automatic/manual transmission. Only 3500 were made and the one pictured gets pampered by Kathy for the Aquatennial Concours.
- In addition to the “Fall Color Tour” to Watkins Glen last month, another one will be an overnigher to Wisconsin.
- **George Gorbatenko** starts a three-part series on electrical engineering for Porsche people. The first part is only four pages with three hand drawn figures and six formulas. He had trouble finding a typist for the text, a not too uncommon problem back in the day. I can dig his opener “*A circuit is a roadmap for electrons to go*” but by page two he has lost me explaining a kind of “equivalence” named a “Thevenin”. He soon gets back down to my level succinctly explaining how potentiometers, solenoids, relays, and electric motors work. The editor could only include the first three of his figures; readers had to be excitedly awaiting the next month’s Nord Stern with bated breath (just like we do now).
- The cover shows the window sticker from a 1978 928. List price is \$29,218; mileage ratings are 12 mpg for city driving and 19 for highway driving.
- This late breaking news from the *Excellence* that showed up in my mailbox today. Bruce Anderson reviews 928 prices in the December 2009 issue. His “high” price for a 1978 928 went down to \$8,475 this year, after peaking at \$11,150 two years ago. His “low” price is down to \$5,568. One Nord Stern member has been racing them for decades; another told me the 928 was the ultimate winter-beater a few years ago. Only 57,998 928’s were produced between 1978 and 1995.

Scanning the Past!

by Ron Faust



BOB & BARB COX

Left: Check the look in those eyes and the clouds reflecting on that 356 hood!



BOB'S CABRIOLET & CARRERA

Above: Not your average pair of 356's

Scanning the Past!

by Ron Faust



JUDY & DOUG



Jackie & Dudley Davis

Scanning the Past!

by Ron Faust



BULLE LORT

by Ginger & Rick

Editor's Comment:



If you were at the last BIR event you might have recognized this person...this is a rendering of the Nordstern editor and club audio-visual person.



AUTOCROSS

LAST MINUTE REMINDER

B.I.R. OPEN - Aug. 5th & 6th

Dennis
Guentzel

Wake the Giant

At the 20th Annual

Lake Superior Vintage Sports Car Rendezvous

In Thunder Bay, Ontario, Canada

June 17, 18, 19, 2010

Bring out your classic sports or touring car for a weekend of motoring fun and games. P-O-R-S-C-H-E is a big part of our club and all are welcome to the annual Lake Superior Vintage Sports Car Rendezvous in Thunder Bay.

The event will be held at the BestWestern Nor'Wester Resort Hotel on Highway 61 in Thunder Bay Ontario. Come celebrate 20 years of cross-border motoring. A gymkhana and rally are planned as well as tours of local points of interest including a trip to Russ Wanzuk's museum of old racing cars and motoring memorabilia. A Friday night BBQ is planned, and perhaps a round of golf!

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Porsche Builds New Paint Shop with Latest Environmental Technology . . .

courtesy Jill Beck, PCA National Newsletter Editor

Innovative Production Facilities Conserves Resources and Cuts Emissions to a Minimum

Atlanta, November 3, 2009 - Porsche AG has announced it is expanding its innovative automobile production at the main factory in Stuttgart-Zuffenhausen to include one of the most modern and environmentally-friendly paint shops in the world that will significantly reduce overall emissions of this notoriously problematic industrial process and still result in a more superior paint finish on the cars going through it.

The factory at Zuffenhausen is where Porsche builds all its 911 and Boxsters sports cars.

The outer skeleton structure of the new paint shop has already taken shape, with the steel supports set to be completed in early 2010, and the entire facility is scheduled to be operational by 2011.

The paint shop will be run on two-shift-operation with a daily capacity of up to 170 911 and Boxster models at the Zuffenhausen facility. The latest environmentally sensitive technologies are being used during the new construction process as well as for the painting operation. For example, the painting process will feature complete dust protection with 100 percent encapsulation. This method not only enhances the already high quality of the vehicle paint coat, but also reduces the required amount of conditioned hall air required.

A unique electrostatic precipitator for paint dust will further cut the emission of solvents and particles to a minimum. The painting process is able to coat the cars without the mandatory 195- foot-high exhaust smokestack usually required to dissipate paint dust exhaust. This is attributed to the increased amount of circulated air and the exceptionally effective exhaust air purifier that only requires a small smokestack, which extends 33 feet above the roof.

Another environmentally-friendly innovation for the shop is a highly efficient energy management system.

“With the new paint shop, Porsche is ensuring that it will deliver surpassing quality in Zuffenhausen today and tomorrow - while also conserving resources in an exceptionally ecological and economical manner”, explains Wolfgang Leimgruber, Member of the Executive Board for Production and Logistics, Porsche AG.

Porsche is relying on regional specialists for these technical innovations.

The Stuttgart-based Maschinen- und Anlagenbaukonzern Dürr AG, as the general contractor, is equipping the painting lines with the latest application technology, driers for hardening the paint as well as control and conveyor technology.

“Porsche will have one of the most modern paint shops in the world that will initiate new potential for quality and productivity, thereby setting new standards,” explains Ralf Dieter, Chairman of the Executive Board at Dürr AG.

The pretreatment system and cathodic paint dipping system with novel conveyor technology and the electrostatic separator for paint particles will be supplied by the Böblingen system provider, Eisenmann, a sub-supplier of Dürr AG.

With a comprehensive wastewater treatment facility, this environmentally-friendly technology enables effluent levels that are many times less than legal limits.

“Porsche is the first automobile manufacturer in the world to use this technology”, explains Dr. Matthias von Krauland, spokesperson for the Executive Board of Eisenmann AG.

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Nord Stern Members 'Elsewhere' . . . Active in other States and Regions

Text and photos by Jim Miller

The Porsche and Italian Car Clubs of Las Vegas were invited to be part of Family Day at Creech Air Force Base north of Las Vegas today. The Las Vegas region of the PCA couldn't pass the opportunity to show off our cars and thank our airmen for their service to our country, so a bunch of us met for coffee this morning and caravanned up to the air base. We had a great representation of Porsches -- 911 Turbo, GT3, Carrera S, Cayman, Boxster, 968 and the classic 356 1600 Super! A 1958 MB SL also showed up along with a Ferrari and three Lambos. A great time was had by all.

Creech is one of the training bases and flight centers for the Predator and Reaper UAVs. These are the drones that fly over Iraq and do nasty things to the bad guys. The take off of the drones is

done in Iraq and then control is turned over to the pilots at Creech. The pilot uses 13 satellites to stay in contact with the drones. If the link is lost, the drone goes into a pre-programmed flight plan until contact is reestablished. The drones are powered by a four cylinder turbocharged boxer engine putting out 141 horsepower (essentially a snowmobile or ATV engine). It is fueled with 100 octane low-lead gasoline. Cruising speed is about 80 miles per hour and altitude is typically around 25,000 feet.

Editor's Note: Always great to hear and see what some of our long-time Nord Stern members are up to after moving or retiring to another part of the US. Many elect to retain their membership in Nord Stern and I believe that's a testament to this club's vitality. Jim couldn't resist noting that on November 2nd, the cabs were top down in 82° weather! Not that we can't have some Indian Summer weather here - I am writing this at the end of one of the best fall days of 2009 with plenty of sun and warmth. Perhaps not 82° but still a fabulous day! I would like to invite others to submit info on what goes on in other regions by our loyal members who may not be physically be here. What better way to keep in touch . . .



Above, Jim Miller by a Drone



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2011 Porsche Boxster Spyder: Light, Powerful, Purist Roadster to be Introduced at Los Angeles Auto Show

courtesy Jill Beck, PCA Newsletter Editor

Porsche's newest entry will be the lightest in its line-up ATLANTA - November 5, 2009 - Weighing in at just 2,811 lbs., the new 2011 Porsche Boxster Spyder will be the lightest Porsche available - from a company known for lightweight, proficient sports cars. This new mid-engined roadster represents the true, purist form of the sports car - agile, powerful, open and efficient. This third Boxster model will join the Boxster and Boxster S and will make its world debut at the Los Angeles Auto Show, December 2, 2009.

The newest member of the Boxster family stands out from the other versions of Porsche's mid-engined roadster. Its low-slung, lightweight soft top - when closed - extends far to the rear to protect the driver and passenger from bright sunshine, wind and weather. This top, when combined with extra-low side windows and two striking bulges on the single-piece rear lid, provides the Boxster Spyder with a sleek silhouette reminiscent of the Carrera GT.

The Boxster Spyder features a 3.4-liter six-cylinder engine with Direct Fuel Injection upfront of the rear axle. Maximum output is 320 horsepower (hp), 10 hp more than the Boxster S. The combination of 10 more hp and 176 pounds less weight than the award-winning Boxster S, plus an all-new sport suspension that lowers the Boxster Spyder 20 mm, a lower center of gravity, a standard limited slip differential, and exclusive wheels provides the kind of driving dynamics that back up the unique look. Aluminum door skins and lightweight interior door panels from the 911 GT3 RS contribute to the weight reduction.

When equipped with Porsche-Doppelkupplung (PDK) transmission and the Sports Chrono Package, the new Spyder, using Launch Control, accelerates from a standstill to 60 mph in 4.6 seconds. Top track speed is 166 mph - with the roof open.



Fundamentally, the entire Boxster family is the successor to the legendary 550 Spyder and RS 60 of the Fifties and Sixties, all sharing the same mid-engine roadster concept. Low weight and supreme agility combine to provide outstanding driving pleasure.

In 2004 and 2008 Porsche produced limited editions of the Boxster bearing the additional name Spyder, honoring the 550 and RS 60. In contrast, the new Boxster Spyder is a regular, but specially developed and upgraded production model as compared with the Boxster and Boxster S.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., is the exclusive importer of Porsche vehicles for the United States. It is a wholly owned, indirect subsidiary of Dr. Ing.h.c. F. Porsche AG. PCNA employs approximately 180 people who provide Porsche vehicles, parts, service, marketing and training for its 201 dealers. The dealers, in turn, provide Porsche owners with best-in-class service. Throughout its 61-year history, Porsche has developed numerous technologies that have advanced vehicle performance, improved safety and spurred environmental innovations within the automotive industry. The company

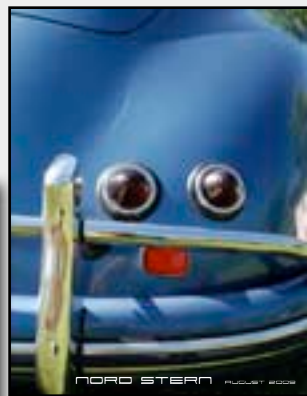
continues to celebrate its heritage by adding to its long list of motorsports victories dating back to its first 24 Hours of Le Mans class win in 1951. Today, with more than 28,000 victories, Porsche is recognized as the world's most successful brand in sports car racing. PCNA, which imports the iconic 911 series, the highly acclaimed Boxster and Cayman mid-engine sports cars, high-end Cayenne sport utility vehicle and the four-passenger Panamera Gran Turismo, strives to maintain a standard of excellence, commitment and distinction synonymous with its brand.



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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.

2004 Porsche Cayenne S

White with black interior. 56K miles. CERTIFIED through 07/10 or 75K miles. 4.5L V8. Navigation. 20" Porsche Techno wheels with new Yokohama summer tires and Pirelli Scorpion winter tires included. Bose sound. Roof rails. Tow Package. Heated



steering wheel and seats. Front and Rear parking sensors. Clean CarFax; no accidents or body work. Perfect condition! \$28,000/bo. Please contact Tyler at (952) 920-4544, or tcchristopherson@gmail.com.

2006 Cayman S

One owner bought new at Maplewood Imports. Carrera White exterior with Sand Beige interior. In addition to all the standard options this car includes - 19" Carrera S rims painted to match exterior color - Sport Exhaust tip - Sport Seats - Heated Seats - Sport Leather Steering Wheel - Sand Beige Floor Mats - Self Dimming Mirrors and Rain Sensor - Bi-Xenon headlight package - Headlight Cleaner Cover painted to match - Clear Side Marker Lights - Sport Chrono package - Bose Sound system and CD Changer - Custom Front License Plate bracket - 3M Paint Protection film. Also included - Porsche car cover - Porsche windshield sunshade - Porsche battery tender - All original paperwork - Window sticker - Porsche Certificate of 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

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914 Parts

Front and Rear (w/spoiler), Fiberglass Deck Lids, white, new, stock appearing underside. \$200 each. Gary Greiner, 701 E. 9th St. Superior, WI 54880 or 715 35-9431 (nights), 218 348-1849 (cell), e-mail gtgcnw8976@hotmail.com.

1980/1989, 300 HP, black-on-black Porsche 911

Completely Restored 1980 SC. 67,500M. Track-ready but also a daily driver. The car has been refitted and upgraded with numerous 1989 and race-specification components. Total investment: \$50,000+. All receipts.

Car includes a 1989 3.6 liter engine with fewer than 50,000 miles, removed from a Tiptronic transmission 911. Fully rebuilt five-speed transmission (\$2,100+). Borla Dual-Tip Race muffler, exhaust (\$950). High-flow K&N cone filter conversion and a heavy-duty sport clutch. Drilled, slotted brake rotors, steel braided brake lines; new master cylinder.

1989 modification kit - front and rear bumpers, rocker panels, front lip spoiler, rear lightweight fiberglass wing. New exterior paint job, including heavy-duty primer (car has NO rust). Completely refurbished interior, including 1989 seats (power seat, driver's side), new headliner, all new carpeting, custom face gauges, Momo Race steering wheel, bolt-in harness bar, five-point harnesses, fire extinguisher, Blaupunkt AM/FM CD player with SIX speakers, pre-amp, 200 watt extra amplifiers (inc. custom rear deck speaker set-up). Full leather RS America lightweight door panels. Contact Tony Carideo, 612-964-6441 or tony@carideogroup.com

Tires

Winter tire set mounted on 18 rims for 997. Like new. Pirelli SnowSport 265/40R 18 & 235/40R 18. Also spacer for C4S/Turbo rear. \$1,600, Brian Halliday at 952-240-7965 or e-mail: bph@brucato.com.

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 2: Let's Get It Right . . .

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

First thing we need to think about when building a race car is weight. Weight is horsepower, and it is fairly cheap horsepower. The commonly accepted figure is that every 100lbs of weight is worth an extra 10hp. When it comes to racing, we are required to be above a certain minimum weight with the driver in the car. In this case 2600lbs is the lowest we can go. The heavier the driver, the lighter the overall weight of the car can be. Ideally, we want to get the car as light as possible (below that 2600lbs), by taking weight off the areas of the car that are high up, and then re-adding weight down low where it keeps the car planted. This is done by using ballast sheets, which are just flat, heavy, pieces of steel, which will be bolted to the passenger floor board of the car. This allows us to move the weight from undesirable areas of the car, and place it in an area that will help the balance of the car, all while getting as close to that 2600lbs as we can get.

What are some of the things that can come off the car for the SPEC and SP1 class? The first and easiest area to remove weight is done by removing the interior panels, carpet, sound deadening, etc. Door panels, rear speak panels, carpet, interior sunroof panels, etc can all be removed. Underneath the carpet and sound deadening mats, Porsche has installed some wonderful tar paper. Removing this is a bit of a chore (ok, it really sucks), and requires a heat gun, putty knife, a lot of elbow grease, and some harsh chemicals that can't be good for you, such as 3M adhesive remover, or the infamous Xylene. Once the tar paper is all removed, the interior can be primed and painted if you choose to do so, or it can be left as is (remember the budget). NASA rules state that you do not have to run door glass, so you can gut the doors and get rid of electric motor regulators and the glass. This is a fairly significant weight reduction, but poses an "open" issue if you trailer or drive your car to the track in inclement weather. For those situations, a piece of lexan plastic can be cut to the size of the window and fixed in the car for transport.

Here you can see that the interior of the car does not have



much left besides half a dash and a seat. Notice the far door has been gutted for weight.

Here you can see the rear of this 944 has been gutted, carpet removed, tar paper removed, and interior trim removed as well.



Next up are any unused accessories. Hatch release motors, sunroof motors, stock seat belts, radios, speakers, spare tire and jack, and anything else that isn't used. The stock seats are known to weigh a metric ton, so those are replaced by light weight racing seats in a future issue. In SPEC racing, the dash can now be removed entirely. You must retain the instrument cluster though. In the past, half the dash had to be kept around the instrument cluster (as seen in a previous picture), and the rest could be removed. Not that the dash weighs a ton, but it is unneeded weight, and unneeded weight gets pulled out.

Chris Blazer's dash, gutted, and lightened to nothing more than a light metal panel.



One of the biggest weight savings is removing the entire HVAC system. As you can see in the picture above, there is nothing underneath the dash pertaining to the HVAC system, it all has been removed. In the engine bay, the air conditioning compressor,

lines, and condenser can all be removed. This not only creates a lot more room to work in the engine bay, but it also cleans up the interior under the dash nicely.

Due to the tensioning system on the 944 belts, removing the A/C compressor will require installing an A/C delete bracket, which will relocate the alternator to allow proper belt tension for that system.



If you really want to get crazy, you can remove all of the undercoating on the body. There is a surprising amount of weight in the undercoating. This is a long, tedious process, which involves a propane torch and a putty knife. Only for the true die hards. . .



Final results? Joel Karn's SPEC car comes in at 2350lbs with a few gallons of gas in it. With a larger frame driver, and a full tank of gas, the car will be over 2600lbs, meeting the weight limit! See you guys next month!

Nord Stern Membership Info . . . Life Members? What's that?

courtesy your membership chair/s

Did you know Nord Stern has a 'Life Membership' category? Most members are undoubtedly unaware of this rare, very prestigious status conferred upon members who maintain their dues payment for 20 continuous years. After 20 faithful years your membership requires ***no more dues*** and your newsletter, *Nord Stern*, will be mailed to you (or at least as long as the club continues to produce a printed piece!) monthly with no worries.

So, in an effort to spur your loyalty, we will be featuring in December of each year the names of those who have maintained their membership in Nord Stern for that 20 year period! And to catch up a bit, here is our list of those who rotated into Life status this past January.

And if time permits we will try to cull out of the database retrospectively a list of Lifers and the year the 'earned' this status!

Congratulations to the following for 20 years with Nord Stern in 2009 (many a well-known Nord Sterner on this list!):

- Ron Smith
- Chris Dvorak
- Doug Farrow
- Steve Glende
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