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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: It's Party Time! Join your fellow Nord Stern members in January at the 'Garage Party!' Featuring Mike Jekot's artwork this promises to be a fun evening.



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Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

As we usher in Nord Stern's 51st year I want to wish everyone all the best for 2010! As the saying goes... "when you are over 50 you begin to pick up speed"! (For those of you that are familiar with my driving I can only hope!!). The cars and the people of Nord Stern have created a rich and diverse history for our club. Let's continue the tradition!

I am so excited and honored to serve as President this year. I'd like to thank our 2009 President, **Bob Barker** and the many committee chairs for their efforts this past year. Our events don't happen without a lot of hard work and tremendous dedication by all of our volunteers. As is the custom with the club, Bob will be moving on from a great year as president to the Board of Directors joining **Cal Townsend** and **Pam Viau**. I'd like to extend a big thank you to Bob for helping me prepare for the responsibilities that await me in 2010.

I would also like to give special thanks to **Rick LaVerdiere** who will be 'retiring' from the Board of Directors. We all as club members have benefited from his leadership during the last 4 years as Club President and Nord Stern Board member. Rick has been a great mentor and a huge asset to Nord Stern. He will remain actively involved in club activities and will continue as chair of track relations. Thank you again Rick!

We will be wrapping up the Nord Stern 50th year with a Holiday celebration at the Carousel Porsche dealership on January 23rd. The celebration will feature special guest, **David Murry**. David is a former Porsche factory driver and has a wealth of racing experience extending from LeMans to NASCAR. I understand he has several great stories to share! **Roger Johnson** and **Teresa**

Vickery have spent many hours planning this event. As retiring Social chair, I know how much time these events take to plan and greatly appreciate their time and enthusiasm. Thank you Roger and Teresa!

2010 event planning is already underway. Track dates for the season have been set, and the first Spring Tour and the Fall Color Tour dates are already on the calendar. **Christie Boeder** publishes these dates in the award winning newsletter and **Bret Bailey** also updates the award winning website with event dates so check out both the newsletter and website often for upcoming events.

Other 2010 events will include the Concours, a Rally, Driver Training, Driver Education, the Club Race, Tech sessions, other drives/tours, and of course social events. The club has so much to offer members! I encourage everyone to participate this year. It is the people that make each event fun and memorable. Please do not hesitate to contact me or any of the committee chairs with ideas or questions. It is your club and we want to hear from you!

I am so thrilled to be Club President and look forward to seeing you at an event. It is going to be a great year!

Please note: The Board of Directors approved a rate increase for Nord Stern from \$20 per year (which it has been for numerous years) to \$30 per year, effective 1/1/2010.

Multiple year discount is \$80 for 3 years.

Dues include your subscription to *Nord Stern*. If you have already sent in your payment, it will be accepted.

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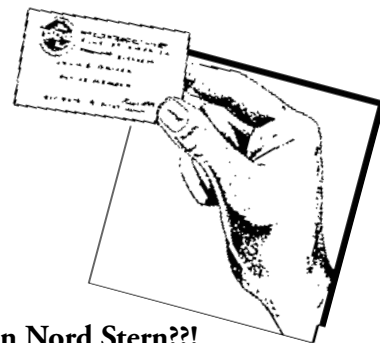
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Philippe La Marche

Eden Prairie Mn
Cayenne

Nathan Reader

Bloomington MM
944 turbo

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.

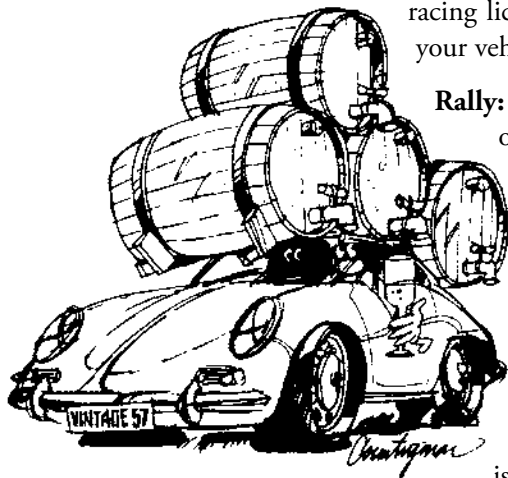
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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

It's always a treat when an unsolicited story comes my way and this month's newsletter features just such a gem! Readers will recall the gorgeous August 2009 cover photo of the rear left 'side' of a beautiful blue-green 356 from this year's Concours. The photo was courtesy Ron Faust, the car we weren't quite sure but I choose the photo based strictly on the clarity and lovely paint color and intriguing composition. This was not one of those 'car parked in the driveway' shots. So imagine my surprise when I received an email from nearby Fox Valley Region's President Laura Prellwitz saying she thought the car belonged to member Jim Stephenson and could I send him a copy of the newsletter with his car? But of course! So off went an issue via snail mail. He loved it and he a he had decided to write his 'story' he also was happy to share it with us - especially in light of the history this car has with our very own Nord Stern!

I love history and I thought you might have some interest in an article on my 1957 Porsche Coupe which is in our current issue of our Fox Valley Region newsletter. The reason you may be interested is because the car was originally purchased new in Minneapolis by Henry Riel who was Nord Stern's 1st Treasurer and a charter member of your club.

The 57 coupe is a true un-restored time machine with only 40K original miles on it as found four years ago with the family of the late Henry Riel.

I displayed the 57 at Nord Stern's 50th anniversary show in June because I thought the club would enjoy seeing the car as it tied back to day one of your club. Since the show there has been quit a bit of interest in the old 57 to include the cover of your August newsletter.

I think because of the interest which your members showed in June, they may appreciate learning the whole story on the car as it ties out to your club.

So enjoy the story of the 356 plus several other member submitted write ups this month, what a treat. And we welcome a new advertiser, Collision and Color! Hope to feature them soon in an upcoming issue. Happy New Year to one and all . . .



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Letters to the Editor . . .

Advertiser Kudos

I don't mean to hijack this thread, as I am strongly in favor of wearing head and neck restraint systems whenever on track, but I want to point out how lucky we are in Nord Stern to have the resources available to us here, such as Jim Bryan at Apex.

A quick story.

Last September I was about to leave for the Road America club race and discovered that the multiple fuel bottles I've acquired over the years were nowhere to be found. Who knows, like a cop they are never around when you really need them!

In any event, I called Jim as I was heading out the door to the truck to tow to the track and asked if he had any in stock. His reply was "No, sorry, you can buy them cheaper at a variety of other places" Turns out that as with many consumer products, fuel jugs are a commodity and if you don't buy 10 box car loads a month, you can't get a good price.

He then said "hey, you are driving right by my shop on your way to Elkhart, stop in and I'll lend you a couple of my personal fuel jugs" Which I did.

There are a lot of places that we can buy safety gear. I'm not sure that any of them have the personal touch of our local Nord Stern member/advertisers.

Thanks again, Jim. I still owe you lunch. And the driving gloves worked great that weekend!

— Bruce Boeder

I would like to add to Bruce's comments as I ordered a set of tie downs for my trailer which did not come in on time. Without hesitation Jim lent me his so I could go to the track.

Jim is also an excellent source of advice on safety gear and other items. I feel he cares about his customers and gives us the best advice he can.

By the way he told me if I wanted to save money I should buy a set of golf clubs and a country club membership and forget about a track car. I did that though I would not have so much fun and get to know this great group of people Lift and Live 951

— Steve Meydell

Panamera Tech Session

Belated thank you to everyone at Maplewood Imports and to those club members who organized the Panamera tech session last Saturday.

The more I see of that car, the more impressed I am.

— Steve Thompson

Members in the Media

I was reading the December issue of Grassroots Motorsports, a fine publication for those not familiar with it, and on page 163 in the PCA column there is a picture of **Mike Courtney** and the caption speaks of his hard charge thru the enduro field at Road America.

Also in this issue is a comparison of the accuracy of a new \$20 no-name click style torque wrench, a 20-year-old Craftsman click wrench, and a brand new \$200 + high end wrench. The only one that did not have acceptable was the \$200 + wrench. For those racers who are not familiar with GRM, pick up a copy, they occasionally have relevant info that you can actually put into practice in your own racing.

— Lee Jacobsohn





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2010 Nord Stern Calendar

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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
- 23 A Holiday Special - See Cover for details**
Carousel Porsche Garage Party!

February

- 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

- 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

April

- 13 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
- 30 BIR First Fling Driver Training**
Ron Johnson, porschebreathe@earthlink.net

May

- 1-2 BIR First Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com

May

- 8 Spring Drive**
Eventmaster: Mike Lancial thelancials@msn.com

June

- 12 GERMAN CARFEST (16th Annual)**
9:00AM to 2:00PM (gates open at 8:00AM)
Veteran's Park, 1801 E. Co. Rd. 101 Shakopee, MN
All German Cars are welcome!
Hosted by the Mercedes-Benz Club
Contact: Paul Bergquist 952.937.1822
or email: pbassocinc@aol.com

- 18 National Instructor Day/Advanced Lapping**
- 19-20 BIR Fast Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com

July

- 12-13 BIR at Road America (Monday-Tuesday)**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com **2010**

30-

- Aug 1 BIR Annual Club Race and DE**
Eventmaster: Roger Johnson

September

- 6 Annual Rochester Labor Day Picnic**
Time: 1:00 to 5:00 pm
Location: TBA
Contact: Jeff Bloehm at jbandbj@chartermi.net
- 10 BIR Last Fling Driver Training**
Ron Johnson, porschebreathe@earthlink.net
- 11-12 BIR Last Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com

October

- 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

November

- 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
- 14 OLD LOG THEATER**
Excelsior, MN
Annual event with the Nord Stern PCA
Details TBA Paul Bergquist 952.937.1822

December

- 14 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

Jim Stephenson's Survivor Car. . .

*by Jim Stephenson, Reprinted courtesy Whale Tales, Fox Valley Region Newsletter and 356 Registry
Photos by Herb Velazquez and Ross Velazquez*

Most of you that know me know that I enjoy all Porsche's but tend to have a deep interest in the early cars. I guess many people purchase Porsches because they like performance, quality, style, or other various reasons. I tend to like all of the reasons as listed, but the early history of Porsche has always fascinated me.

Germany was really devastated by World War II and did not start to rebound until the 1950's. Porsche did not start building their own car until 1948 and did not import a car to the US until 1950. It was a rare occurrence to see a Porsche in the 1950's and was much less common than seeing a Porsche on the street as of today.

A Porsche in the 1950's cost about the same as a new Cadillac, so it was usually a person that listened to the "Beat of a Different Drummer" who purchased a Porsche. The reasons people would purchase a Porsche in the 50's is many of the same reasons as today. Performance, quality, and style.

So let's jump ahead in history to the subject of my 1957 Porsche Coupe. Considering the rarity of the Porsche's in the 50's and knowing that most old cars get scraped out for salvage, crashed, or rusted out, it's pretty rare that you find a old car that has not ever been taken apart and only has 40K original miles put on it over 50 years.

The 356 Registry which is the 3rd largest Porsche Club in the world had seen my 1957 and wanted to do an article on it. The trend these days tends to be more about interest in unrestored cars, vs. restored cars.

So please see the article as listed in the next few pages, but keep in mind this car is not restored, so try to have some respect for an old girl that has never had a restoration in 52 years. I plan to leave the car alone and never restore it.

Continued on page 12



It all started about 9 am on Tuesday morning, October 4th, 2005. I received a call from my buddy Doug telling me about a phone call he had received the prior evening from a classified wanted ad he had placed on the 356 Registry web site. Doug told me the call came from a guy named David in Minnesota. He had inherited a 1957 356A Coupe which he wanted to sell. David explained his uncle had purchased the car new and that the car runs and drives and has only 40,700 original miles. David also mentioned the car still had its four original Continental Record 5.60 X 15 tires on the rims, including the spare. In telling me about the car, Doug was reciprocating; he had recently purchased a C Coupe which I told him about, and he knew I had expressed an interest in an A Coupe. As Doug and I hung up, I thought for a few minutes, called him back and got David's last name and phone number. I made the call and David said my buddy Doug



Sticker in door jamb oil change 39K miles 1967.

front lid was the complete tool kit with jack. Looking under the engine lid I found everything a survivor car should have but, what's this? The original owner, Henry Riel had installed a Vertex magneto in 1957, shortly after he purchased the car new in April of that year from Le Elliott Imports in Minneapolis. Needless

was the only one he had contacted so far because it was the only want ad on the Registry web site looking for an A Coupe. At that point David and I talked some more and I found myself taking a trailer over to Minnesota to look at purchasing the car on Sunday, October 9th. As I arrived at David's home in a Minneapolis suburb, he had the car sitting in his garage just idling beautifully. I looked the Coupe over and thought, WOW! Aquamarine blue metallic with a red/tan corduroy interior and a nice patina overall. The original factory lead around the doors and rear lids had become a little porous after a half century, affecting the paint in those spots. Yes, it still sports its original Conti 5.60 X 15 tires plus the spare, not to mention the original intact single pipe muffler and NO rust, not even the battery box. Am I in a dream or what? Under the



Golden 1956 Meistershaffen badge on dash celebrating Porsches race wins.



All original Factory manuals

to say, I told David I would take the car. David then asked me if I wanted the parts. Parts? In his basement there were boxes of NOS parts (am I still in a dream?). It turns out David's uncle Henry had some money in the Le Elliott dealership which began in 1956 and folded in the early '60s. David told me the dealership did not have money to pay his uncle Henry out when it folded, so instead he received ALL the inventory of Porsche parts, and basically those parts had stayed at Henry's house in a time capsule for the last 50 years. Long story short, I ended up purchasing separately about an 18

page list of NOS 356 Pre-A, A, and Carrera parts and Service Manuals. (Please don't contact me because all the Carrera parts went to Bill Doyle, I sold off the Pre-A parts, and I'm keeping the A parts for myself.) This 1957 A coupe is a real survivor and has never been taken apart or restored. It's a fascinating reference point for those of us who like unrestored cars. The only thing I have done is a cleaning inside and out and chrome polishing. Other things to note are the hood spear in the front which has the grey gasket, not the black. After a cleaning of general grime under the fenders the factory overspray under the fenders showed. Neat!

The original color is the 1956 Aquamarine Blue Metallic (not the 1957 code as just Aquamarine Blue), also the interior corduroy inserts which have faded to tan are originally Grau or Grey, but because of the cotton content in the fiber it was

**Shows the Fuel valve which has three settings : AUF = Open
RES= Reserve and ZU= Closed.**



common for the corduroy to fade in the first couple of years. The engine appears to never have been removed from the car and it runs quite well. I had also received in a box the original, mint distributor with the car, taken out in 1957 when the magneto was installed.

I have purchased a separate set of early Sudrad 1957-dated rims on which I have put a new set of 560 x 15 bias ply tires, so it has the right look and I can drive it a bit on the road. The original blue Sudrad rims will remain with the original tires for show purposes only. Most of the car's 40,000 miles were put on the car in the first ten years of its life; an oil change sticker shows on 11/7/67 when the car had 39,329 miles on it, so between then and

Continued on page 14



Left: Unrestored engine with Magneto as installed in 1957.

Below: Honeywell Ordnance sticker on mirror, left in place by original

10/4/05 there were only 1,371 miles added. The car's master brake cylinder was changed a few years back, but the original came with the car which just needed rebuilding - and back on the car it went.

A few other items of interest which came with the Coupe include the factory coupon book, red paper owners manual



Original GE sealed beam head lights "the sealed beams were installed at Hoffman the Importer in New York on all US cars"

cover, owners manual, Reuter tan service booklet and all the correspondence with Ronco/Vertex on the magneto from 1957.

Lastly, the original owner, Henry Riel, who had purchased the car new in April of 1957 joined PCA in August that year and became a charter Nord Stern member and the first treasurer of the club in 1959. I have kept Henry Riel's Honeywell parking passes on the car as a tribute to the owner who took such good care of the little blue Coupe.

(editor's note: The April 2002 newsletter talks about the four original officers that signed the letter of petition on March 4th 1959 to the President of the PCA. Henry Riel is listed as one of the four which signed the petition.)



This month we will be featuring a new monthly column called LONG HOODS written by Rick Moe. To many Nord Stern members, Rick's name is familiar as the owner of the Nurburgring, Inc., An independent Porsche shop located in St. Bonifacius, MN. Rick has been an active Nord Stern member since 1977. Those who know Rick realize that he has a deep affection for air cooled Porsche's and he has a special interest in pre- 1974 911's and 356's. Born and raised in Minneapolis Minnesota, in the early 70s Rick packed his belongings into his 1971 914 Porsche (which he still owns) and headed out to Southern California to pursue his dream of becoming a Porsche mechanic. His first stop was attending the Porsche /Audi factory training center located in Culver City, California, then the headquarters of Volkswagen/Porsche Audi of America. Upon graduation from the training center, Rick began his Porsche career working for Bill Yates VW /Porsche in San Juan Capistrano, California. With a strong Midwestern work ethic and tons of enthusiasm Rick worked his way up and by age 23 was the dealerships Head Porsche Mechanic. Southern California in the early 70s was a great place to be for a young Porsche mechanic. During his time there he was immersed in Porsche culture and Porsche racing. Weekends were spent hauling and maintaining race cars to the numerous California tracks. Some of those great tracks, Ontario Motor Speedway and Riverside Raceway, have long since disappeared. Rick still has fond memories of those tracks and also great times at Willow Springs and Laguna Seca. After experience at an independent Porsche shop in California, Rick returned to Minnesota in 1977 and opened his own shop, Nurburgring, Inc. The Nurburgring specializes in the repair, maintenance and restoration of air cooled Porsches. Rick also collects long hood 911's. His collection currently includes a 1969 911T, 1972 911T, 1972 911E and a 1973 911S.

Rick resides in Minnetonka, Minnesota with his wife Jeanne. Their sons, Erik and Kris live in the area and daughter Britta is a sophomore at Northern Illinois University in DeKalb Illinois. A cat named Pepper and Bella the golden retriever round out the family. Besides his Porsche hobby Rick is an avid bicycle rider and is also a certified ski coach with the Minnesota Special Olympics ski team the Blues.



This column is dedicated to the Porsche 911 built from 1964 to 1973. The Porsche 911 produced during this period is affectionately called a LONG HOOD 911. This moniker refers to the distinct long front hood found on all pre-1974 911 Porsches. In future columns I will be featuring long hood Porsches owned by fellow Nord Stern members, examining distinct features of the early 911, and sharing my enthusiasm for the great Porsche history in these fantastic automobiles.

Following the lead of fellow Nord Stern members, I would like to share one of the moments in my past that instilled in me an interest in Porsche that became a lifelong hobby and profession.

It was as they say a life-changing event or if you believe that destiny is prearranged, it was a slight nudge in the right direction. My summer job as a 16-year-old kid was unloading semi trucks laden with watermelons, not exactly rocket science, but a good upper body workout and also a way to make some spare change. I was working in the warehouse section of Minneapolis, near where the new Twins stadium has arisen. The area where we unloaded the endless pile of watermelons was adjacent to a parking lot that catered to the downtown movie and dinner crowd. It was not uncommon to be working into the evening, as the trucks would often show up late on Friday or Saturday nights. Tossing watermelons to the guys below, half my attention was on the task at hand and the other checking out the crowds arriving for a night on the town. It was the stunning burgundy color that first caught my eyes; the Porsche silhouette was familiar, I was driving a VW beetle and of course the 911 was my dream car. The 911 I was drooling over that evening, was much too refined to be moving amongst the plain Detroit iron that was filling the empty space of the lot. As it glided into its temporary resting spot, I was mesmerized by its sculpture-like beauty. From the door a sophisticated gentleman emerged, at my young age I figured anyone who drove a Porsche had to be beyond cool. One swift move and he was opening the passenger door and much to my amazement, out swung the greatest set of legs that this young boy had ever seen. As quickly as the scene had appeared before me, it was over. The couple disappeared into the light of the city. At that moment I made up my mind that one day I would own a 911 Porsche and also meet a girl with a great set of legs who would be willing to ride around in my Porsche. Flashing ahead 40 plus years, I have made good on both those dreams, I've been married to my beautiful wife Jeannie for 34 years, I have my own burgundy 911 Porsche and have added to the dream by having the pleasure of working as a professional Porsche mechanic for over 35 years.

In Next month's column I will provide some history on the long hood 911 from its initial prototype in 1963 to the world conquering 1973 911RSR. If you own a long hood 911 and would like to see it featured in this column, please contact me at shop@dasring.com

NS Business Meeting Minutes 11/10/09 . . .

submitted by Dale Trippler

President Bob Barker called the meeting to order at 7:04pm. He turned the meeting over to president-elect Kim Fritze.

50th Anniversary: Lee Jacobsohn. No report.

Advertising: Jim Bahner. Jim is working with Mark K. on having a tech session at Maplewood Imports for the Panamera. He is also working on getting two new advertisers for the newsletter.

Autocross/Time Trials: Harvey Robideau. Since we had only 5 participants last year, no Autocross is planned for next year because of lack of interest and cost. The Board still needs to decide on what to do about trophies.

Charity: Keith Jones. Keith has tickets for some Gopher basketball games to sell on Clubtalk for the Courage Center.

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

Club Race: Roger Johnson. Nothing new to report.

Dealer Relations: Roger Johnson. Roger discussed doing a "garage party" this winter, maybe at Carousel to celebrate the end of our 50th Anniversary. He is thinking about doing another Region of the Year article to submit to PCA to wrap up the 50th anniversary.

Driver's Ed: Andrew Busche. No report.

Driver's Training: Ron Johnson. Ron would like to be able to use the short track at BIR on Friday mornings, then the long track in the afternoon. He is pretty sure this will improve attendance. He would also like to do a National Instructors school for instructors in June of 2010.

Drives: Mike Lancial/Randy Walker. No report.

Fall Color Tour: John Dixon. No report.

Historic Archivist: Kim Fritze. Nothing to report.

Insurance: Michele Johnson. No report.

Membership: Ed Vazquez. No report.

Met Council: Bob Kosky. Met Council's Awards banquet will be held on January 9th. They will have a full schedule of Autocross events again next year. The schedule should be available in the next month or two.

Newsletter: Christie Boeder. No report.

Rally: Dale Trippler/Scott Welz. The new Co-Chairs for next year will be Scott Welz and Pat Clay.

Road America DE: Dave Anderson. No report.

Rules: Bret Bailey/Harvey Robideau. Bret and Harvey recommend combining Rules and Safety because they go together pretty closely. The Board should discuss this option.

Safety: Tom Renfer/Dave Anderson. No report.

Shop Relations: Jim Bahner will be organizing a tech session at Maplewood Imports featuring the new Panamera.

Social: Kim Fritze. The Awards dinner will be held on Saturday, Nov. 21st at the Embassy Suites in Bloomington. Be sure to sign up and indicate your meal selection with Kim. See the November 2009 newsletter, page 11 for details.

Taste of the Track: Lydia Meyer will take over chair for Taste of the Track. She will also coordinate parade laps.

Timing and Scoring: Ed Triplet. Ed would like to get 3-4 new people involved with doing timing. He will have the yearlong scoring info to Bob Barker soon.

Touring: Mike Lancial/Randy Walker. No report.

Track Relations (BIR and RA): Rick LaVerdiere. No report.

Treasurer: Jeff Bluhm. No report.

Webmaster: Bret Bailey. Nothing new to report.

Adjourned at 8:00pm.

Respectively Submitted by
Dale Trippler, Secretary
November 11, 2009

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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!

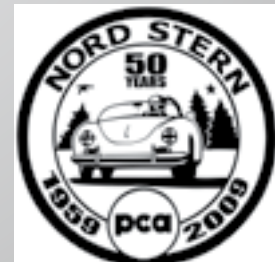
Need Nord Stern volunteer for membership project in the following Minnesota cities: Alexandria, St Cloud, Duluth, Mankato, Rochester, Moorhead/Fargo and Marshall. I also need a Nord Stern member who lives in Iowa, S.Dakota, Western Wisconsin and Canada.

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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'Chance' Encounters . . .

by Sarah DeLong, photos courtesy Sarah DeLong

June 2009 two Nord Stern couples, Wendy and Brian Oldendorf and Sarah DeLong and Tim Fahey, ventured West on separate road trips from Minnesota to Yellowstone National Park. They ran into each other in Grants Village, much to their surprise. The highlights of Sarah and Tim's trip included Deadwood, Devils Tower, the Big Horn Mountains, Old Faithful, buffalo in the road, and driving down to the Tetons. Wendy and Brian's drive out included many sites in South Dakota they had always wanted to see, in addition to what turned into a rather snowy adventure going over the Big Horn Mountains.

They also had a 'Porsche meets buffalo' encounter. After returning from a walk, buffalo were milling around very close to their Porsche. They decided to wait awhile before making a run for the Porsche when the coast was clear. Whee, those guys are big!

Road tripping back to Minnesota together, the couples stopped for a few more photos ops as they were leaving the park and made it home safe and sound. Here are some pictures of their adventures. (editor's note: this is a favorite part of the world for us, too; and we have journeyed to Yellowstone numerous times as well as driven across both South and North Dakota as well as Montana and Wyoming. Not always in a P car, but looking at the buffalo (and we also had close encounters - while on bikes no less!) they almost dwarf the P cars! Just another great destination for a Porsche Road Trip. Please consider this an invitation to share your road trip with fellow club member . . . I am sure there are many similar trips and encounters as it really is a small world in many ways and the club helps make it so.)



Big Horn Mountains for the Oldendorfs



Perhaps a bit too close for comfort?!

Devil's Tower



**Now that's a
photo op**



Lots of buffalo



L to R: Briand and Wendy Oldendorf, Sarah DeLong and Tim Fahey



Beautiful cars, beautiful lake, beautiful scenery!



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



Still running its art deco style covers, the Nord Stern Editors Ginger and Rick Clark Leburkien were publishing robust 30 page issues, each with a healthy dose of artwork. Although the month of each issue was prominent on each cover, the year was printed nowhere on or in the issue; these issues were dated primarily from the cancelled first class stamps on the back covers!

October, 1978

- At an upcoming membership meeting on October 27 at Wagner's chicken could be enjoyed for only \$9.25 but lobster would be \$12.50 ("including gratuity and support of Minnesota's regressive and oppressive tax structure"). Slides of Aspen might be shown.
- A St. Cloud Highway Safety Center Autocross attracted 26 drivers and was followed by a cookout at Dave Thompson's.
- 71 members have points in the autocross standings after two low speed and two BIR events.
- Five Nord Sterners trek to Mosport for a weekend drivers' school. Mosport has been called "a bear of a race track." Robin Boone says it's as scenic and technically interesting as Nurburgring. There was time for only 18 hours of sleep over five days.
- George Gorbatenko continues his series with a "Practical Application of Electrical Circuit Theory: the Starting System of the 1970 911E." Can you believe Porsche put a bimetallic strip in there and designed the system to crank for 12 seconds? Eight carefully drawn figures elucidate.

November, 1978

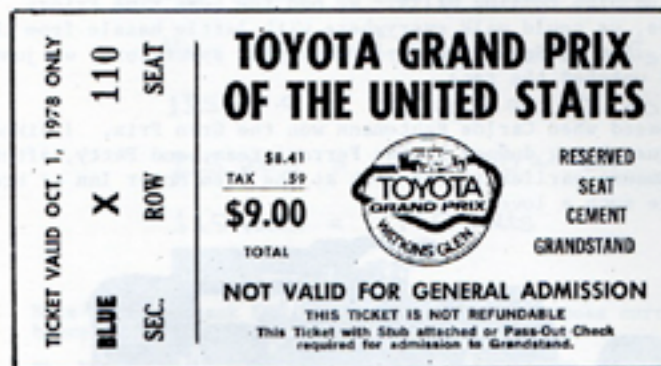
- The November business meeting will be held in the Fireside Room in the Castle Royal. Located in caves at the foot of the bluffs along the Mississippi the place is said to be a '30's speakeasy. Anybody been there lately?
- Editors Ginger and Rick Clarke-Leburkien publish a wonderful article on how to put out a Porsche Club Newsletter. First find a good editor; a monk who has dedication to a cause and to whom time means nothing in the Grand Scheme would be first choice. A prison inmate who has a cause for dedication and is doing time for that Grand Scheme would be second.
- An anonymous member with a spouse named Patty describes his tour to Watkins Glen for and October 1978 US Grand Prix. They ate breakfast every morning at the Glen Motor

Inn where they were able to sit by the Formula 1 teams, Niki Lauda amongst them. The race ticket price is also from another planet: \$9.00.

- The electrical series concludes. "By now, Ohm's law should be an old friend." Kirchoff's Law comes next, not such a friend to me at least. But a pithy explanation of what a VOM or multimeter is and how to use it follows. Radio Shack (sp) and Heathkit are recommended VOM sources, decades before Griot's Garage was a dream.
- Bruce Erickson describes a nippy October 7 Last Fling. 44 drivers participated and enjoy a 31 degree starting temperature. The high-speed course was shut down and gymkhana was run on the main straight in the afternoon. After a BLINDFOLDED slalom run through the pylons, the driver and navigator switched places and then drag raced back to the start/finish line. What were they thinking?

December, 1978

- Year-end autocross standings list 85 drivers who have run a timed run in one or more of the three high-speed and three low-speed events. Five drivers did all six autocrosses. The contrast to participation in 2009 timed runs is striking.
- Larry and Annie Skoglund are congratulated on the birth of a son, Eric Walter Skoglund. The baby was given a 13mm wrench instead of a rattle to play with.
- Four pages give technical data on the 1979 911SC and Turbo. The latter does 0 to 60 in 5.6 seconds and a maximum speed of 165 MPH.
- Getting to Know Our Nord Stern Members introduces Bill Keillor, who had owned a 1961 VW, a 1969 Corvair, a 1972 914, and a 1972 911T. Bill enjoys autocrossing and Nord Stern's great opportunities to meet such helpful and friendly people.



Above: US Grand Prix, Watkins Glen, a reserved seat in the cement grandstand: priceless!

Scanning the Past!

by Ron Faust

Right: 1978 Fall Tour: vintage pants



Left: 1978 Fairgrounds Autocross Eventmasters Nancy Kienzle and Chris Zawistowski: it's so much fun being an eventmaster!



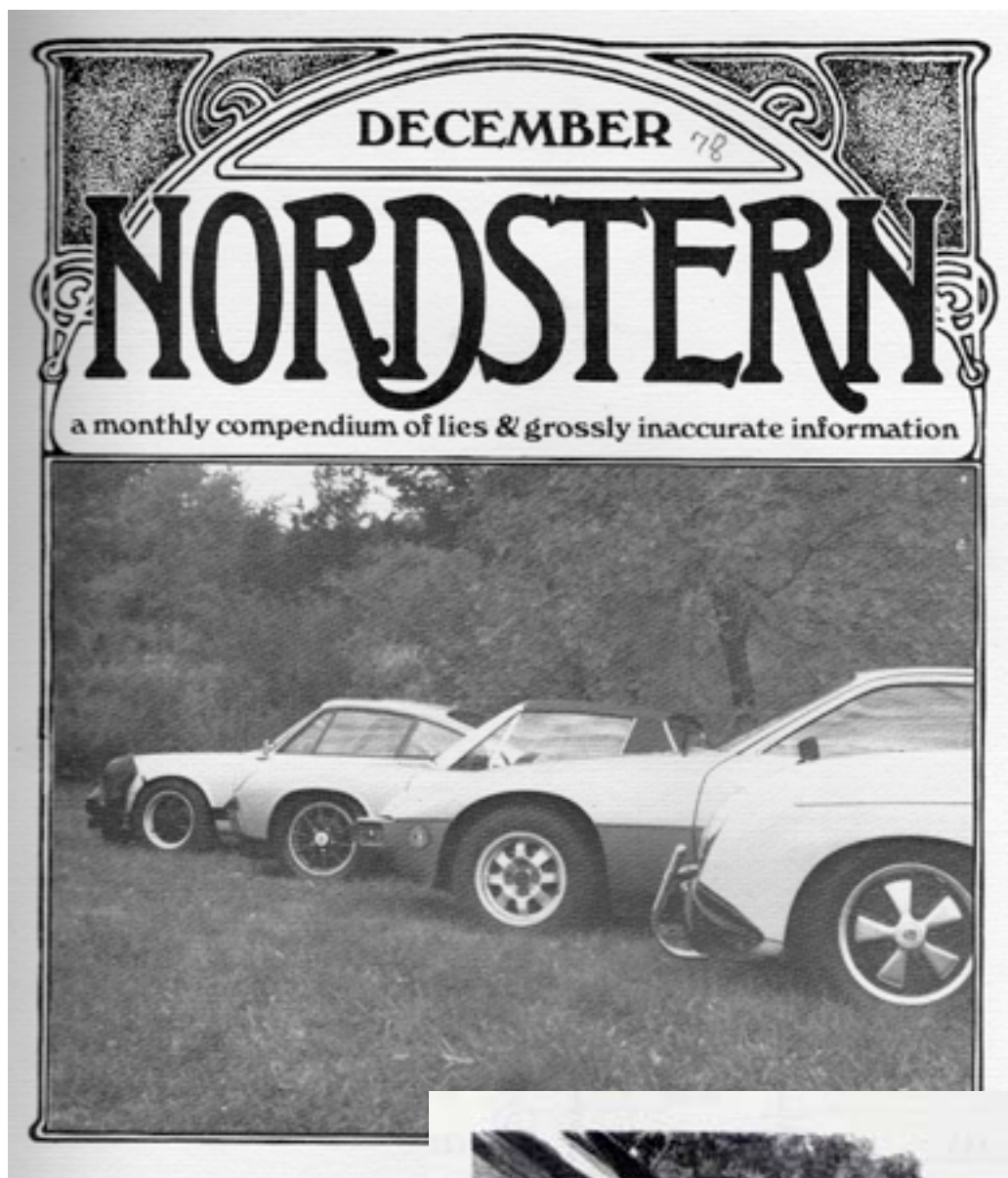
November 1978 action shot.
So, whose car is this?!



GUESS WHO'S PORSCHE THIS IS

Scanning the Past!

by Ron Faust



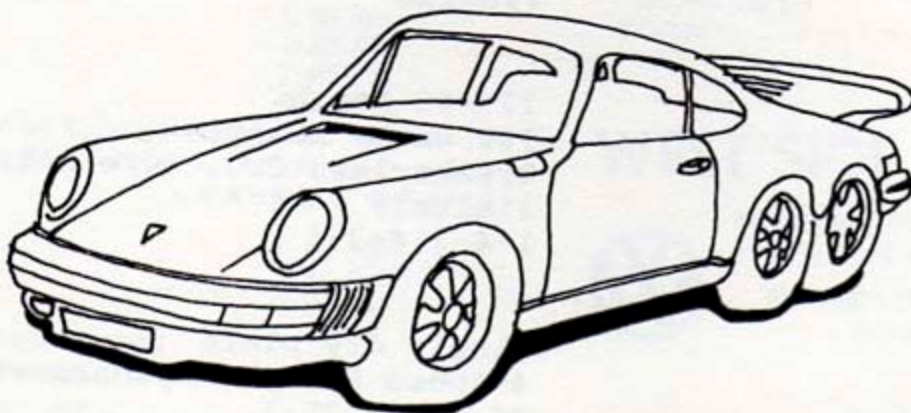
Left: The first of a long series of Nord Stern newsletter wheel covers?

Right: Nice photo composition and plates



Scanning the Past!

by Ron Faust



944



The newsletters of the '70's include many small line drawings (or cartoon illustrations). The artist(s) knew their cars but are not credited except for an occasional set of initials. We don't know if they were Nord Stern members or from another region. We can safely guess the editors probably did not find the figures on the Internet!



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Above, Jim Stephensen and his gorgeous 1957 356 Coupe

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2010 Porsche Panamera 4S Test Drive Report . . .

by Vilma and Luis Fraguada, Sr

Date: November 6, 2009

Starting Location: Maplewood Imports, Maplewood, MN

My wife Vilma and I were the lucky winners of “24 hours with Porsche Panamera” during the NEW Panamera model introduction (October 29, 2009) in our local Porsche dealer, Maplewood Imports. To our surprise, the 24 hour package included the following: driving the new Panamera for 24 hours; one night (Friday) accommodations at the St. Paul Hotel (in the Ordway Suite, no less!); dinner at the St. Paul Grill restaurant; tickets to the Ordway Theater to see “The Full Monty”; breakfast (Saturday) at the M St. Café; and lunch at Marx Wine Bar Grill in Stillwater, MN. This was a first class package.

On Friday, November 6, we were welcomed by Lloyd Nickel, General Sales Manager and George Andeweg from Maplewood Imports. George gave us a briefing on the beautiful Basalt Black Metallic exterior with black full leather interior Panamera. This car is very impressive in every aspect: the engine is a 8 cylinders, 4.8 liter with 400 hp; acceleration of 0-60 mph in 4.8 sec.; 7-speed PDK transmission; nice visibility in the front and rear; smooth ride; a Sport button feature for a more sporty driving experience; and roomy back seats were most will feel very comfortable. The initial impression of the dash board was that it felt a bit crowded with the three-spoke multifunction steering wheel, communication management with navigation module, and center console. However, after George’s explanation on the dash board and interior, everything was more clear.



Photo #1: Vilma & Luis Fraguada, Sr. in front of Maplewood Imports receiving the 2010 Porsche Panamera 4S for 24 hours test drive.

The drive to Edina’s 50th and France area was very comfortable and smooth. We parked the Panamera in the street and sat in a window table in the restaurant to have a full view of the car. We also enjoyed the attention of passersby admiring the Panamera. They looked inside, outside, around, and stopped one more time and wondered: “What is this? A four door Porsche?” Watching this, I recalled a quote from Ferry Porsche:

“In the beginning I looked around but couldn’t find a car I dreamt of, so I decided to build it myself.”

From 50th and France, we drove to downtown St. Paul. So far, we were very impressed with the Navigation module, and the luxurious and comfortable interiors. The Navigation system is exceptional and the best we’ve ever experienced with the 3-D viewing option being especially impressive.

We parked the car in front of the St. Paul Hotel while we checked in and felt what was the first time (and hopefully not the last!) that Vilma and I experienced V.I.P. treatment.



Photo #2 The Panamera in front of the St. Paul Hotel.

The hotel was fabulous, dinner at the St. Paul Grill was delicious, and the play at the Ordway – hilarious! The next day we had breakfast at the M St. Café after which we headed out to Minnesota Cars and Café in Chanhassen, MN, where people were anxiously awaiting the Panamera.

Continued on page 33



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The Panamera received rave reviews from the large crowd.



Photo Above: Panamera at Minnesota Cars & Café in Chanhassen, MN.



Photo Above: Panamera at Minnesota Cars & Café in Chanhassen, MN.



Photo left and 3 above: Various Perspectives of the luxury and details in the interior of the Panamera.

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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

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



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. \$17,500 o/bo.

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.

Porsche Approves Winter Tires Specifically for Young and Old Classics - Extensive Tire Test Program for Older Model Series . . .

courtesy, Jill Beck, PCA Newsletter Editor

Stuttgart - November 18, 2009 - Porsche has extended its demanding approval process for winter tires to include tires for young and old classics. Offering customers this unusual service, the German manufacturer of sports cars enables drivers of older models to use the best available products on their car. Porsche is therefore providing valuable help and orientation particularly in the process of choosing new winter tires with safe driving characteristics also on snow and ice. A further point is that this makes Porsche one of the few car makers to offer such an elaborate tire approval process.

Well over 70 percent of all Porsche sports cars ever built still exist today and are still driven actively in most cases - in both summer and winter. Indeed, even classic Porsche models more than 20 years old still offer the kind of performance today one would expect of a modern sports car. But the tires fitted when such old and new classics were still in production have no longer been available for years. Tire treads and rubber compounds have changed in an ongoing process of development, thus influencing the driving behaviour of such old Porsche models.

Conducting elaborate tests, Porsche's engineers determine which of the tires available today harmonize best with the features of a classic Porsche. The highlight in this testing and approving process is an extensive test program up north in the Polar Circle.

Numerous Porsche models built in former years, among them the 911, 928, 964, 993 and 996, and then all the way to the first Boxsters, have been tested for this purpose on countless laps at the Arctic Driving Center in the Finnish town of Rovaniemi.

The criteria to be fulfilled by the tires tested in order to receive approval by Porsche are so strict that not all tires met the test requirements. The characteristics and features typical of an older air-cooled 911, for example, form an challenge not easy to overcome.

Further tests for dry and wet handling on test routes free of snow round off the test programme as such. Information on which tires are recommended for which Porsche model is presented on Porsche's website (www.porsche.com) and is also available at all Porsche dealerships.



Water Intrusion . . .

Tech Notes from Tony Callas & Tom Prine

(courtesy of Callas Rennsport) Reprinted from Grand Prix Region's The Circuit.

Water intrusion is one of the few unnoticed killers of the modern automobile. All modern Porsches are even more sensitive to water damage because of their many delicate electrical control units and computers. I remember this all started years ago when Porsche issued a service bulletin on the 924 to re-route and seal the antenna cable because water could travel along this cable and find its way into the central electrics panel inside the vehicle and create havoc with the electrical system.

The main area to watch for water collection in the 986 thru 997s is the front cowl area. The front cowl area is located just below the base of the windscreen and has water drains on both sides of the battery. There are two front cowl area cavities where debris such as leaves and dirt can collect and, in time, clog the front cowl drains. When these drains clog water will accumulate in these cavities and, at a point, migrate into the interior compartment of the vehicle. Water can also enter the brake system vacuum (power) booster unit, damaging the booster and causing the brake system to fail (usually with the symptom of a stiff brake pedal).

This is a very common problem, so we recommend that you regularly open the front hood and inspect for debris. Keeping these areas clean is critical. Additionally, after washing your car (or driving in the rain), remove the floor mats and put your hand on the carpet in the front and rear passenger areas. The carpet should be dry. If the carpet is damp or wet, further inspection for the water source is needed. Keeping water out of the interior compartment and away from all electronic components is critical for the long term health of your car.

All cabriolet models (including Boxsters) have two rear cowl areas that are susceptible to water intrusion. This can happen if either of the two drain systems become clogged, if the drain hoses are not connected, or if either of the two rear cowl area liners are damaged. Liner damage usually happens when the cabriolet top is serviced. If a technician is careless, the liner can easily be torn. This will allow the water to no longer follow along the correct path of drainage.

When water from any of these cowl areas leak, it will end up inside the vehicle under one or both

of the front seats. Unfortunately, the immobilizer (antitheft) control unit is mounted at the lowest point under the driver seat and is usually the first component to get wet, in most cases rendering the vehicle undriveable. If the immobilizer control unit is damaged it will be an expensive repair as it will require replacement of the control unit and the specialized knowledge and tools of your Porsche technician (because computer (control unit) coding and programming will be required).



Additional causes of water intrusion can include a torn cabriolet top, faulty weather stripping seals, clogged sunroof drains and missing chassis plugs. Other negative aspects of water intrusion inside an automobile can be rust and corrosion.

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Above, Below and to the Right: Leaving Minnesota Cars & Café to our last destination.



We headed out to the last leg of our trip – Stillwater, MN. We parked the car in front of the Marx Wine Bar and Grill and again, crowds circled around Panamera.



Above: Panamera in front of Marx Wine Bar & Grill in downtown Stillwater, MN.

We were very sad to have to return the car to Maplewood Imports where the beautiful Panamera turned into a pumpkin (my wife's 3 series 2004 BMW!)

In summary, our impression of this gorgeous car is that Porsche has certainly maintained the integrity of the brand and has not compromised performance, functionality, or quality, and has added luxury, comfort, and impeccable features. In a nutshell, it's a "grown-up" car. "Porsche, there is no substitute"

We would like to thank the following organizations and people for this wonderful experience:

- Maplewood Imports: Doug Mulder, General Manager; Lloyd Nickel, General Sales Manager; George Andeweg, Sales
- PCNA: Judd Blunk, Midwest Regional Manager; Chuck James, Regional After Sales Manager; Mark Rhea, Regional Parts Manager
- St. Paul Hotel: David M. Miller, General Manager
- Minnesota Cars & Café

Photos by Alex Bellus and Luis Fraguada, Sr.





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