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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.

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 7th of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

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Want Ad insertions are free for Nord Stern members, \$10 for nonmembers and should be sent to the editor. Contact the advertising manager for further retail advertising information.

Please contact staff for any event coverage you need

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Online issues, past and present are available in pdf format at <http://www.nordstern.org>

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*Cover: Photo by Ron Faust at Maplewood Imports
. . . None of the four wheels had the GT3 hub oriented
correctly, Ron turned the camera to get that right. This
put the caliper at the bottom where it would never be. No
matter what, what a neat pic!*



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Reminder: Annual Dues are:
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*Check your mailing label
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Send Ed your address/phone
number changes!!*

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zone10rep@yahoo.com

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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

We are a month into the New Year and have all decided which resolutions are worth keeping and which ones will go by the wayside. Hopefully you have all made a resolution to attend as many Nord Stern events as possible. Now that's an easy resolution to keep!!

There are new events being added to the calendar, so please check out the website (www.nordstern.org) for all the latest additions. Two new member socials are being organized. The first will be held on March 18th at Motorplex Minneapolis in Chanhassen (8200 Audubon Road). The second will be held at Auto Edge in Mahtomedi on March 20th. There will be a tech session in the morning followed by the new member social. **Ed Vazquez** has been busy organizing both these events and thought that having something on both the east and west side of town would make it easy for all to attend. Thank you, Ed! The new member socials are a fun event for both new and existing members. I would encourage all of you to try to attend one of these as it is another opportunity to welcome new members to the club and share your stories about your favorite event.

Mike Lancial has set the dates for the two drives, May 8th and July 17th. The Concours is set for July 27th. Speaking of Concours, I have a volunteer opportunity for someone! I still need to find a committee chairman for the Concours! If you are interested please email or call me!

Thank you to **Roger Johnson** and **Teresa Pfister** for their great winter party at Carousel. David Murry was an exceptional speaker and thank you to all that donated to Courage Center! A special thanks goes out to Carousel Porsche for hosting the event. It was a great spot to close out our 50th anniversary celebration.

I would like to challenge all of you to try a new event this year. Just try a different event! Go to an event in which you have not participated in before. I think you'll be pleasantly surprised! Keith and I have found that the common bond makes for lasting friendships. Have a great month and I look forward to seeing you in March!

– Kim

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.

Amiot Financial Group	29
Anderson Motorsport Inc	19
Apex SPG.....	20
Auto Acquisition	30
Auto Edge.....	IBC
Bradley Peterson	7
Bursch Travel	7
Car Biz Board: Dent Kraft PDR, Diamond Interiors, Diversified Cryogenics, Jeppesen Imports, Performance Auto & Audio, Restoration Glass, Sterling Enterprises, Trackside Tire	9
Carousel Automobiles	IBC
Chateau St. Croix Winery	32
Collision Center, Inc.	20
Collision and Color	11
Courtney Truck Service.....	14
Euro Car	IFC
FindCars.com	20
Higgins Insurance/Tom Walgren.....	7
Imola Motorsports IFC	IBC
Maplewood Imports	15
Mortgage Marketing Associates.....	18
Motorplex Minneapolis	32
Nurburging, Inc.	29
Raymond Autobody	30
Sears Imported Autos	18
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2010 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
Business Card	N/A	N/A	\$20

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1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

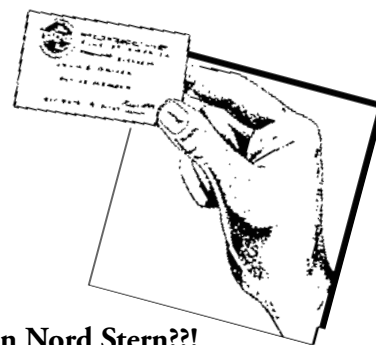
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Tony Belak
Roseville Mn
928

Mike Casto
Stillwater, Mn
2010 911 CarreraS

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.

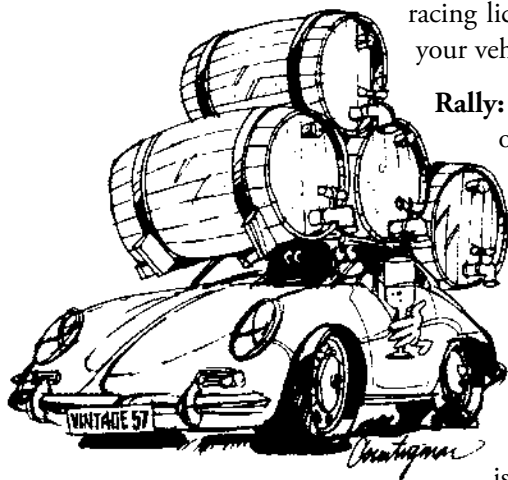
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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

After following a link to a YouTube video sent by a club member today, I stumbled on what I think is a very cool website. It's pretty interesting (although could get to be quite the time 'suck' as my hubby so succinctly says about so many of the online 'opportunities' there are for us). It's a Porsche site and while it certainly is a PR/Marketing tool, it's rather fun to explore. In a nutshell it is a 'virtual book' allowing us to upload our personal 'Porsche Story'. Some readers MAY recall or note that last year we were working on soliciting our members' own 'Porsche Story' so I COULD claim this idea originated here with Nord Stern, and specifically with the incomparable Jill Daneu . . . ! However, I have to admit their administration is way cooler.

Here is what it says along with the URL:

This is a short video that captures 60 years of Porsche beliefs and how the newest addition to the family, the Panamera continues these beliefs. After watching this video, visit <http://www.panamera.com/#/family-tree> . . . and add your own story about connecting with the Porsche beliefs.

Over the next few months, we are selecting some of our favorite stories to feature in a virtual book on the site, and we may just choose yours. You can view the first volume of featured stories here: <http://www.panamera.com/#/family-tree> . . .

And the best part is that you can search for specific individuals! As well as view the 'book' virtually turning pages via your mouse. Photos can be, and are, included for each entry. I stumbled on one 'classic' story of a young guy whose first rides in Porsches were in a family-owned 944 and 911. By the age of 16 he had saved up enough money to buy his own car, a 944 (couldn't quite manage a 911!). He loved the car of course and how cool that must have

been for a high school kid to own his own 944, and as he says it was 'love at first sight!'

Check it out, we will be uploading our 'first Porsche story' soon. . . .



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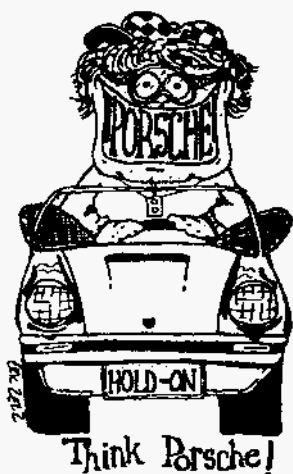


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2010 Season Kick-off & New Member Reception

Thursday, March 18
OR, Saturday, March 20

Your chance to find out more about Nord Stern's upcoming activities and meet other club members! Two dates: Two locations to choose from!

- A special invitation to new members and Porsche owners who may be thinking of joining to come find out about the club and it's events.
- Plus a special invitation to existing members to meet new members and learn about upcoming activities and events.
- We will have short presentations and Q & A on:

Driving schools

Day trips

North Shore Fall Color Tour

High speed track events

Charity events

Concours

Social events

Low speed Autocrosses

Club Racing



The Details for Thursday March 18

Join us at 6:30 PM at the clubhouse of the new Motorplex Minneapolis in Chanhassen (8200 Audubon Road) for pizza and beer. Cost is \$15 per person at the door.

Please RSVP to Ed Vazquez at 612.720.0760 (cell) or email: edmn911@aol.com by Tuesday, March 16. Just leave your name and the number of guests that will attend; pay at the door. Friends and family members are welcome!

The Details for Saturday March 20

Join us at 10:00 AM to Noon at Auto Edge in Maplewood (see back cover for location and directions). Stay for Tech Session from Noon to 2:00 PM.

Cost is: \$15 per person at the door.

Please RSVP to Ed Vazquez at 612.720.0760 (cell) or email: edmn911@aol.com by Tuesday, March 16. Just leave your name and the number of guests that will attend. Friends and family members are welcome!



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2010 Nord Stern Calendar

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
- 28 Porsche Book Morning/Open House**
8:00 AM to 1:00 PM
See ad on page 8 for further details!

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
- 18 New Member Social - West Side**
6:30 PM - Cost: \$15 each
Motorplex Minneapolis - see pg 11
- 20 New Member Social - East Side**
10:00 AM to Noon
Auto Edge/Maplewood - see pg 11
- 20 Auto Edge Tech Session**
Noon to 2:00 PM
Auto Edge/Maplewood - see pg 11

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, porschebreat@earthlink.net

May

- 1-2 BIR First Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com
- 2 Annual Maplewood AutoFair**
Maplewood Imports 2780 N. Hwy 61 Maplewood
George Andeweg 651-483-2681
gandeweg@hotmail.com
- 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
- 17 Summer Drive**
Vino in the Valley
Randy Walker at rswalker@baldwin-telecom.net

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, porschebreat@earthlink.net
- 11-12 BIR Last Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com
- 24-26 Annual North Shore Fall Color Tour**
Location: Headquarters at Blue Fin Bay, Tofte, MN
Eventmaster: John Dixon, eyerack@tcq.net

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**
Location: Ramada Mall of America Airport
Questions? Prez Kim Fritze
6:30 Social, 7:00 Business Meeting

Introducing NEW Nord Stern Advertiser! . . .

Collision & Color is a family owned and operated auto body shop in Excelsior serving the Twin Cities and greater Lake Minnetonka area. They specialize in the repair and restoration of Porsches, Audi's, BMW's and other high-end makes, as well as Vintage, Classic, and soon-to-be classic cars and trucks. Whether it's a complete cosmetic restoration, a major collision repair, or a simple patch-up after a fender bender, Collision & Color is dedicated to making your car look like new or better.

Collision & Color opened it's doors in 1984 and has steadily built a reputation for providing the absolute best quality auto repair



and restoration services in Minnesota. Brad began restoring cars in 1971 and many members of the dedicated professionals at Collision & Color have been in

the business for nearly as long. Over the years, the cars, tools and techniques may have changed, but there are at least three things that never change: Quality, Craftsmanship



and great Customer Service. At Collision & Color, our goal is to be the best at providing all three and we stand behind our work with a written lifetime warranty.

If you want your Porsche repaired or restored by professionals dedicated to the highest quality results at guaranteed low prices, bring it to Collision & Color. Come visit their shop in Excelsior where they have been providing top-notch auto body repair services for over 25 years.

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Nord Stern's Charitable Activity Weathers the Economy Quite Well

submitted by Keith Jones . . .

Nord Stern Courage Center Donations	2009	2008	\$ Diff.	% Diff.
SWAP MEET	\$ 952	\$ 943	\$ 9	0.1%
CONCOURS	\$ 823	\$ 1,800	\$ (977)	-54.3%
FAST FLING	\$ 140	\$ -	\$ 140	NA
CLUB TALK AUCTION	\$ -	\$ 580	\$ (580)	NA
CLUB RACE	\$ 15,440	\$ 15,408	\$ 32	0.2%
COURAGE GALA	\$ 835	\$ -	\$ 835	NA
CARLISLE TRAILER TIRE GIVEAWAY	\$ -	\$ 1,300	\$ (1,300)	NA
TOTAL	\$ 18,190	\$ 20,031	\$ (1,841)	-9.2%
For 2007 Nord Stern donations were \$16,700				

Swap Meet!
Carousel Porsche
9191 Wayzata Blvd,
Mpls, MN 55426

March 27, 2010



\$20 for a table

proceeds going to Courage Center

set up at 7:00 AM
doors open at 8:00 AM

Questions - contact Erik Marksberry
emarkdds@comcast.net
or Mark Bouljon at Carousel

763.744.9191

**Porsche Book Morning
Open House
Sunday, February 28th
8:00 am to 1:00 PM**

Automotive book publisher Iconografix, their retail division Enthusiast Books (<http://www.enthusiastbooks.com/>) and out-of-print operation T E Warth ESQ Automotive Books (<http://www.tewarthautobooks.biz>) invite you to an Open House featuring new, used, out-of-print and rare Porsche books

Join us for a mid-winter morning of book browsing and Porsche talk. You will find over 200 new Porsche titles and 100 plus out-of-print titles. In total the warehouse has over 4,500 in-print transportation titles and about 10,000 out-of-print and used titles.

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NS Business Meeting Minutes 12/15/09 . . .

submitted by Dale Tripler

Vice-President Kim Fritze called the meeting to order at 7:03pm.

Advertising: Jim Bahner. Jim opened a lengthy 20-minute discussion focused on increasing advertising rates. The club has not increased the rates in many years. Discussed allowing advertisers to use clubtalk once or twice a year for a club related ad.

Autocross/Time Trials: Harvey Robideau. A few of the old type trophies remain. Discussed other options, all of which would be changeable and/or could be used for various events. Harvey will forward his recommendations to Bob and Kim who will go to Board to make a decision on awards.

Concours: Brian Mayer. No report. Anyone interested in being Concours Chair next year should contact Brian or Kim Fritze. Ed Vazquez will provide contact info to Brian so he can get the leftover awards to last year's winners. Many awards were unclaimed.

Club Race: Roger Johnson. No report. Club Race dates next year will be July 30-31 and August 1, 2010.

Dealer Relations: Roger Johnson. No report.

Driver's Ed: Andrew Busche. No report.

Driver's Training: Ron Johnson. A National Instructors school for instructors and advance lapping will be held before Fast Fling on Friday, June 18, 2010. The school will be supported by PCA and be a no cost event except for the cost of the track. Advance Lapping will be 6 hours, not the usual 2-4 hours.

Drives: Mike Lancial/Randy Walker. No report.

Fall Color Tour: John Dixon. No report. Dates are September 24-26, 2010.

Historic Archivist: Kim Fritze. Nothing to report.

Insurance: Michele Johnson. Nothing to report.

Membership: Ed Vazquez. 704 primary members. Ed is asking for help. If you would like to be a Regional Membership Captain, contact Ed. Ed will work with Keith Fritze to set up on-line registration for Nord Stern. The tentative date for new membership gathering is March 18, 2010, hopefully at Motorplex again. Might have a second meeting for people on the East Side who couldn't

make the meeting on the 18th. Looking at March 20th or 27th on the East Side.

Met Council: Bob Kosky. Met Council's is discussing noise limits. They might be required.

Newsletter: Christie Boeder. Nothing to report.

Rally: Dale Tripler/Scott Welz. Nothing to report.

Road America DE: Dave Anderson. No report. Dates are July 12-13, 2010.

Rules: Bret Bailey/Harvey Robideau. The Rules committee will be eliminated. Rules will be split between Safety and Autocross/Time Trials because they go together pretty closely.

Safety: Tom Renfer/Bob Huston. No report.

Shop Relations: Mark Kedrowski. No report. Looking for a replacement.

Social: Kim Fritze. Carrie John will be taking over Social. The Holiday party will be held at Carousel on Saturday, January 23, 2010. There will be a sit-down dinner and alcohol will be available from the caterer. Roger will show a video and David Murry will be the featured speaker.

Taste of the Track: Lydia Meyer will take over 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. Contact Ed if you are interested.

Touring: Mike Lancial/Randy Walker. No report. This will be eliminated in favor of "Drives."

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

Treasurer: Jeff Bluhm. No report.

Webmaster: Bret Bailey. Nothing new to report.

Adjourned at 8:22 PM.

Respectively Submitted by
Dale Tripler, Secretary
December 16, 2009

NS Business Meeting Minutes 1/12/10...

submitted by Dale Trippler

President Kim Fritze called the meeting to order at 7:03 PM at the Ramada.

Advertising: Jim Bahner. Jim is working with Jeff Bluhm to figure out which advertisers have paid and those who have not. Jim is also trying to get two new advertisers for the club.

Autocross/Time Trials: Harvey Robideau. Harvey recommendations buying medallions with display cases for Autocross and time trial awards in place of the plates we gave out in the past. 50 medallions and display cases would cost about \$600 verses almost \$5000. The Board needs to make a decision on awards.

Charity: Keith Jones. Keith will have a few things to auction off at the Holiday Party with donations going to the Courage Center.

Concours: Brian Mayer. No report. Still need a Chair. Anyone interested in being Concours Chair next year should contact Brian or Kim Fritze.

Club Race: Roger Johnson. No report.

Dealer Relations: Roger Johnson. No report.

Driver's Ed: Andrew Busche. No report.

Driver's Training: Ron Johnson. Ron will have to re-do the database. The National Instructor event is on this summer. Will have pricing for two days or three days of track time. Ron would like to get new nametags for instructors. Will need about 60 which will cost about \$300.

Drives: Mike Lancial/Randy Walker. Spring drive will be on Saturday, May 8th. The summer drive will be on Saturday, July 17th. Watch clubtalk for suggestions on routes and the newsletters for info and signup instructions.

Fall Color Tour: John Dixon. No report.

Historic Archivist: Kim Fritze. No report.

Insurance: Michele Johnson. New waiver forms this year for all Nord Stern events. If you have any old forms, please throw them away. We need to use the new forms.

Membership: Ed Vazquez. There are 705 PCA members in our region but only 466 Nord Stern members. Ed is working on ideas to increase NS membership. The new member gathering will be on Thursday night, March 18th at the Motorplex again. There will be a second new member meeting for people on the East Side who couldn't make the meeting on the 18th. Looking at March 20th on the East Side to coincide with a tech session at Auto Edge. The new member meeting will be from 10 AM-noon and the tech session will be from noon-2 or 3 PM.

Met Council: Bob Kosky. No report.

Newsletter: Christie Boeder. No report.

Rally: Scott Welz/Pat Clay. They are working on selecting a date.

Road America DE: Dave Anderson. No report.

Safety: Tom Renfer/Bob Huston. No report.

Shop Relations: Eric Marksberry. No report. Eric Marksberry will be taking over for Mark Kedrowski.

Social: Carrie John. The Holiday party will be held at Carousel on Saturday, January 23, 2010. There will be a sit-down dinner and alcohol will be available from the caterer. Roger will show a video and David Murry will be the featured speaker.

Taste of the Track: Lydia Meyer. She will also coordinate parade laps.

Timing and Scoring: Ed Tripet. Pat Dole will be Ed's assistant and backup.

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

Treasurer: Jeff Bluhm. No report.

Webmaster: Bret Bailey. Bret is working on a few new updates, otherwise nothing new to report.

Adjourned at 7:57 PM.

Respectively Submitted by
Dale Trippler, Secretary
January 13, 2010



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LONG HOODS . . .

By Rick Moe

During the late 50s and early 60s Porsche never rested on its laurels. The 356, 550 and RS 60/61 racing spiders were in a constant state of development. The ultimate 356 was powered by a four cam 2 Litre racing engine producing 185 hp and the final version of the RS 61 carried a 2 Litre eight cylinder engine with an output of 210 hp engine. The research and development during the early 60s must have been a very crowded place. Not only was the new 911 being developed, Porsche was also developing the 904 and 906 race cars that would soon turn Porsche from a giant killer in the 2 Litre field to a giant in the unlimited category of worldwide racing, as the Porsche 908/910/907 and the world concurring 917 would all come to life within the next 8 years. The 904 Porsche made its racing debut in February 1964 at 12 hours of Sebring, it was fitted with a type 547 4 cylinder four cam race engine, and it won the 2 Litre class out right. During 1964 the 904 was fitted with the original 2 Litre four-cylinder and also 2 Litre six cylinder and 2 Litre eight cylinder engine, It was found that the most reliable of these three engines was the 2 Litre six cylinder engine. This direct involvement in racing was a key benefit for Porsches new 911 Street car. The new flat six overhead cam engine was the work of a couple of young engineers, Hans Mezger, who is featured in the January 2010 Panorama and Ferry Porsche's nephew, Ferdinand Piech who would go on to head Volkswagen/Audi.

The first drawings of the new 911 were drawn by Butzi Porsche, Ferry Porsche's eldest son, in August 1959. I have always thought the Porsche 911 is an iconic design in the world of automobiles. Butzi Porsche really penned a timeless form in the new 911, it has stood the test of time and its basic shape still is striking even today. I place it right up there with another designer and his timeless icon, Earl R. Dean and the Coke bottle. It made its world debut (the 911, not the coke bottle) in September 1963 at the Frankfurt auto show as prototype number five, chassis number 13325 painted yellow, with a non operating engine. It appeared at auto shows up until February 1964 when it was installed with a working engine and used for sales demonstration purposes. Prototype number five was later used as a test mule and after accident in December 1965 it was scrapped. The story is well known that the 911 was first called the 901, a numbering system that Porsche used in its design firm to designate projects. Peugeot at the time claimed it had the rights to all car model numbers with zero as the middle number, rather than get in a court battle with the French auto maker, Porsche elected to go with the designation 911.

Between 1962 and 1964 13 proto-types were built, It is believed that only one survives and it is owned by a private collector in the United States. Production of the

911 began in September 1964 and the first 82 911s produced from September thru November are known as the 901 series being that the official change to 911 was not initiated until November 10, 1964. The 911 reached the United States sales floors in February 1965 at a cost of \$6500.00. At that time you could buy a AC Cobra for \$5995.00, Corvette's were \$4995.00 and a race ready Ford Mustang GT350 could be had for \$4500.00. The fact that these cars were cheaper and they were winning races made the 911 a hard sale. Porsche continued to develop the 911, with its lightweight, better breaking and handling along with its tank like reliability, it soon became the dominant car in sports car racing world wide. The Long Hood series of Porsche 911s began in 1964 as a 130 hp 2 Litre car capable of 0 to 60 in 9.0 seconds by the end of the long hood series in 1973 the Porsche RSR with a 308 hp 2.8 Litre power plant was capable of 0 to 60 in under 5 seconds, quite remarkable in 1973, however the RSR option package M492 came with a price tag of \$24,000.00 on top of the base price of around \$10K (in 1973 dollars).



Next month: Why we Porsche owners are Special?

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How would you answer the question, “*does it take a stick to stir your soul?*” Referring of course to bombing around in your favorite ‘straight stick’ wheels.

“*Hell, yes*”, I say. How could any car freak live a full life without a stick shift on the floor. You park yourself behind the wheel, start the engine and your adrenalin flow at the same time.

The very essence of car freakdom is the ritual that follows. Clutch in. First gear. Rap the engine a little to let the snarl reach your soul. Then run all the way up through the gears. Second, third, fourth, fifth, sixth. The classic heel-and-tow maneuver. Just to convince yourself how damn good you really are. And if you flub a gear now and then, who’s to know? Master the art and the whole world is your oyster.

Here in the Upper Midwest we are blessed with a limitless “oyster” of straight stick roads: swooping hills, S-curves, you name it. Even my old home state of South Dakota can be driving fun when you get past the boring part and into Black Hills Mountain Country. If you are really lucky, you can drive the whole U.S. and especially those cliff-hugging California roads.

So it came to pass that my growing collection of aging cars all had sticks. I had hoped it would last forever but I overlooked a basic fact of life: **as cars age, so do owners.**

There was the knee replacement. Then my ‘natural knee’ wasn’t all that heel-and-toe good either.

Let me tell you, no mortal is crankier than a car freak not quite up to speed anymore. I was at a depressing low period in my life.

Then a miracle happened. A Porsche miracle. Maybe it was Porsche mental telepathy. Or just plain good marketing research by those sharp Germans at Leipzig. They got the message.

There needs to be a sports car for seniors!

Hold the stick shift, but give them plenty of boy racer things to play with. Paddles. Power like 400 HP. Even 500 HP if you go turbo. Throw in zero-to-60 in under 5 seconds. And 175 MPH top speed. Add a rambo sound that tells everyone this driver is still with it.

Oh, and four doors for family and friends. People who can impress with the sumptuous leather interior. People who never have to know that you can’t heel-and-toe anymore.

The car that does all this is the sensuous Porsche Panamera. Mine arrived just before Christmas. Metallic ruby red. Stunning! All wheel drive for Minnesota winters.

The old Carmudgeon is grinning ear to ear. It’s a costly care but I’ll sell my stick shift oldies to get it back...happy trails.

Ken: thinkmk05@comcast.net

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Out and About at the Panamera Tech Session . . .

photos by Keith Jones



Bloomberg Names the Panamera Its 2009 Car of the Year . . .

courtesy Jill Beck, PCA National Newsletter Editor

'Sports car for four' is praised for its driving dynamics and comfort'

ATLANTA, Dec. 10, 2009 - Bloomberg News today announced the 2010 Porsche Panamera as its Car of the Year for 2009. This is Bloomberg's first-ever Car of the Year selections, with seven categories in all, including Car of the Year, Green Car, Economy, Family, All-Around SUV, Sports Car and Executive Sedan.

All eligible contenders were evaluated by Bloomberg's weekly auto columnist, Jason H. Harper, who drives and tests hundreds of luxury, sports and alternative-fuel autos each year. The selectees were evaluated in terms of overall performance, intelligent design and smart style, desirability and build quality. To qualify, models must have been new or significantly revised for model year 2010, and be on sale by the first quarter of 2010 (article link: <http://www.bloomberg.com/news/spend/auto.html>).

"The Porsche Panamera has broken the sports-sedan category wide open, producing a truly desirable auto that combines the best elements of a sports car and comfortable four-door," Harper said. "Fast and fun, the Panamera is a car with real appeal."

Porsche's first four-door car and the company's fourth model line went on sale in October, joining the company's successful stable of performance thoroughbreds: the mid-engine Boxster and Cayman, the Cayenne SUV and the iconic 911 Carrera.

The Bloomberg recognition comes on the heels of the Panamera receiving an Edmunds Inside Line Editors' Most Wanted 2010 trophy at the 2009 Los Angeles Auto Show (article link: <http://www.insideline.com/features/2010-edmunds-inside-line-editors-most-wanted-awards.html>).

All Three Panamera Models Deliver High Performance and Low Fuel Consumption Initially offered in three versions - the 400-horsepower, two-wheel drive Panamera S and all-wheel drive Panamera 4S, and the 500-horsepower, twin-turbocharged, all-wheel drive Panamera Turbo - the new Panamera provides Porsche performance and quality, as well as a level of comfort absent among true high-performance cars.

The Panamera is the first premium car to feature an automatic engine start/stop system used in conjunction with seven-speed double-clutch transmission. This system saves fuel and reduces emissions by turning the engine off when it is not needed, such as sitting at a stop light. All engines have advanced and fuel-efficient Direct Fuel Injection (DFI), as well. Porsche engineers also focused on weight savings and lightweight technologies to further enhance fuel efficiency.

As a result, the Panamera S and Panamera 4S deliver 16 mpg city/24 mpg highway (19 mpg combined), while the Panamera Turbo achieves 15 mpg city/23 mpg highway (18 mpg combined). Amazingly, these figures were achieved without activating the standard auto start/stop system. All Panamera models are not subject to the gas guzzler tax and provide the best fuel economy in their competitive set.

The manufacturer suggested retail price (MSRP) for the Panamera S is \$89,800, while the Panamera 4S and Panamera Turbo retails for \$93,800 and \$132,600, respectively.

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



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

January/February 1979

- Rick LeBurkien lists 13 people who made him offers he couldn’t refuse, so he’s signed on as Newsletter Editor one more year. Cindy Doering is President; Dan Engel is Vice-President. Kathy and Gary Fitch are Secretary and Treasurer.
- The Marque presents a Mangusta owned by Phil Seymore; he learned his automotive design in Los Angeles and was working at Shelby American when the car went into production. Three and a half feet high, the car had a Ford 302 V8 amidship. Zero to 60 was 4.8 seconds and the top end 165 mph.
- Wikipedia says only 400 De Tomaso Mangustas were manufactured between 1967 and 1971. It had gull wing doors but a 32/68 weight distribution; Wiki characterizes it as “cramped” with “stability problems and poor handling”. The car was superseded by the De Tomaso Pantera in 1971.
- Phil’s favorite motoring experiences have come in two other cars: the Shelby American, Sebring, and the Le Mans winning Ford Mark IV racecar (which he helped design)!!! Phil, are you out there? How about an update?
- A Buck Hill ski event is planned for a Thursday night; \$4.50 for drinks and dinner, \$4 for skiing, \$4 for ski rentals.

March, 1979

- President Cindy Doering reports that the August track weekend at BIR will be invitational; the Met Council and Nord Stern will decide which non-Nord Stern cars will be deemed “inappropriate”.
- A proposed CAFÉ standard of 27.5 mpg for 1985 will be a problem for Porsche in the USA if they are not included in the Audi or VW fleets.

- A 1978 DOT survey reported that 56% of those surveyed were strongly in favor of the 55 mph speed limit; another 21% were somewhat in favor. At that time only a fringe group who drove little German cars thought seat belt use should be mandatory. The ability of the majority to swallow misinformation is always amazing.
- The anonymous Nord Sterner who submitted this page and a half of various legislative developments concludes *“With such ‘public opinion’ in favor of 55, and with almost every government and state agency involved with highway safety claiming ‘lives saved’ by 55 mph, there is about as much chance of repealing the 55 as there is of our National President (Chuck Stoddard) setting up turns 1 and 2 at BIR without pylons.”* The pylons went first; everything changes.
- Regional dues are \$5; Nord Stern had a cash balance of \$1,954.12 at the end of 1978.

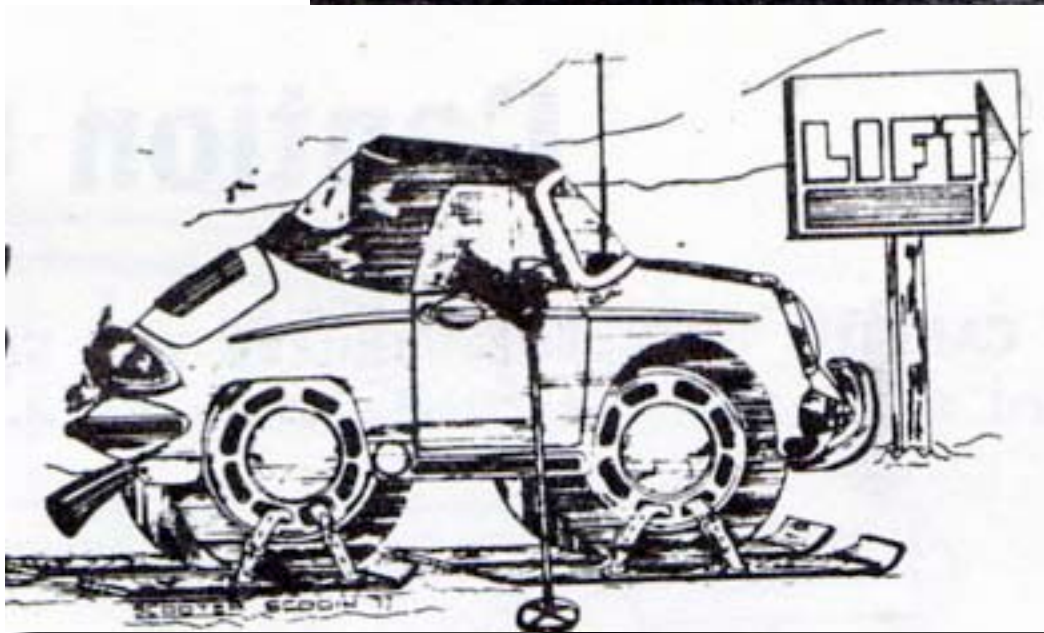
April, 1979

- It’s not clear to me whether a letter writer is a satirist or an early Neocon. Worried that gas will go to \$4 per gallon, he decries the *“ominous reports concerning an imminent (sic) world wide fuel crisis . . . The United States Gov’t has a duty to save the oil resources of the world . . . Invade the Mid-East and make it the 51st state before the Russians take it . . . Let us not rest until premium gas is once again 30 cents a gallon.”*
- Rick Leburkien publishes a four and one half page interview with Dick Roe, president and general manager of Donnybrook, which is also referred to as BIR in the same article. Regarding his expectations of Nord Stern, *“ . . . if the Turbos are getting too fast for turn one or two then I expect you will increase the number of pylons to reduce speed.”* The pylon chicanes were eventually removed completely; everything changes.
- Bob Cox announces that the Concours will again take place in Afton, including a brunch at Afton House this year. Judges will spend no more than 60 seconds on each area of the car. The perennial task of decreasing the pressure at the concours has already started.

Scanning the Past!

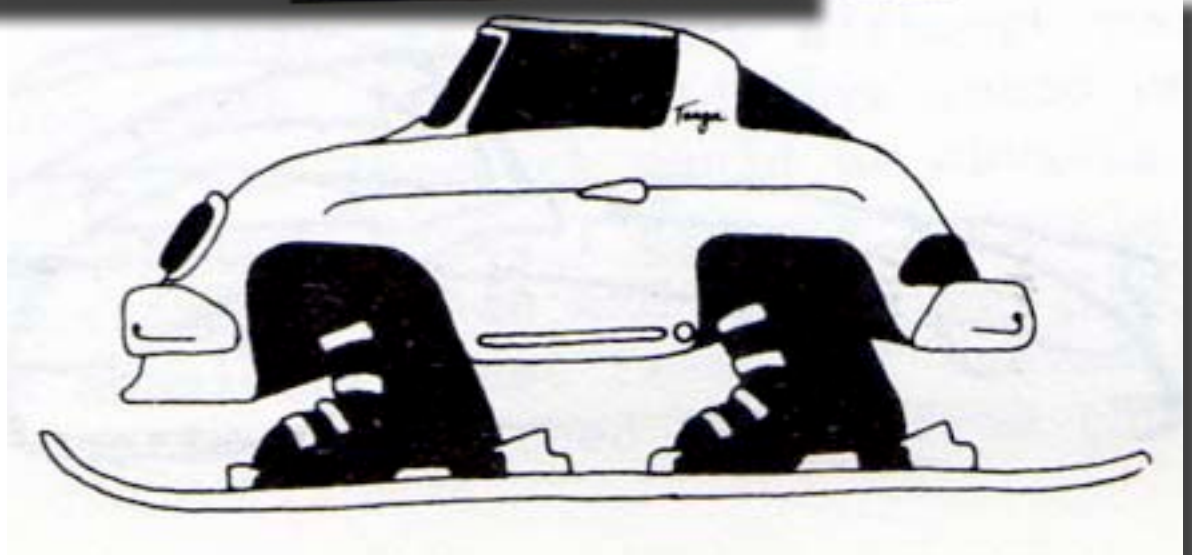
by Ron Faust

Right: Phil Seymore's De Tomaso Mangusta: the word means "mongoose" and was chosen when Ford's promised engines went to Shelby instead of Italy.



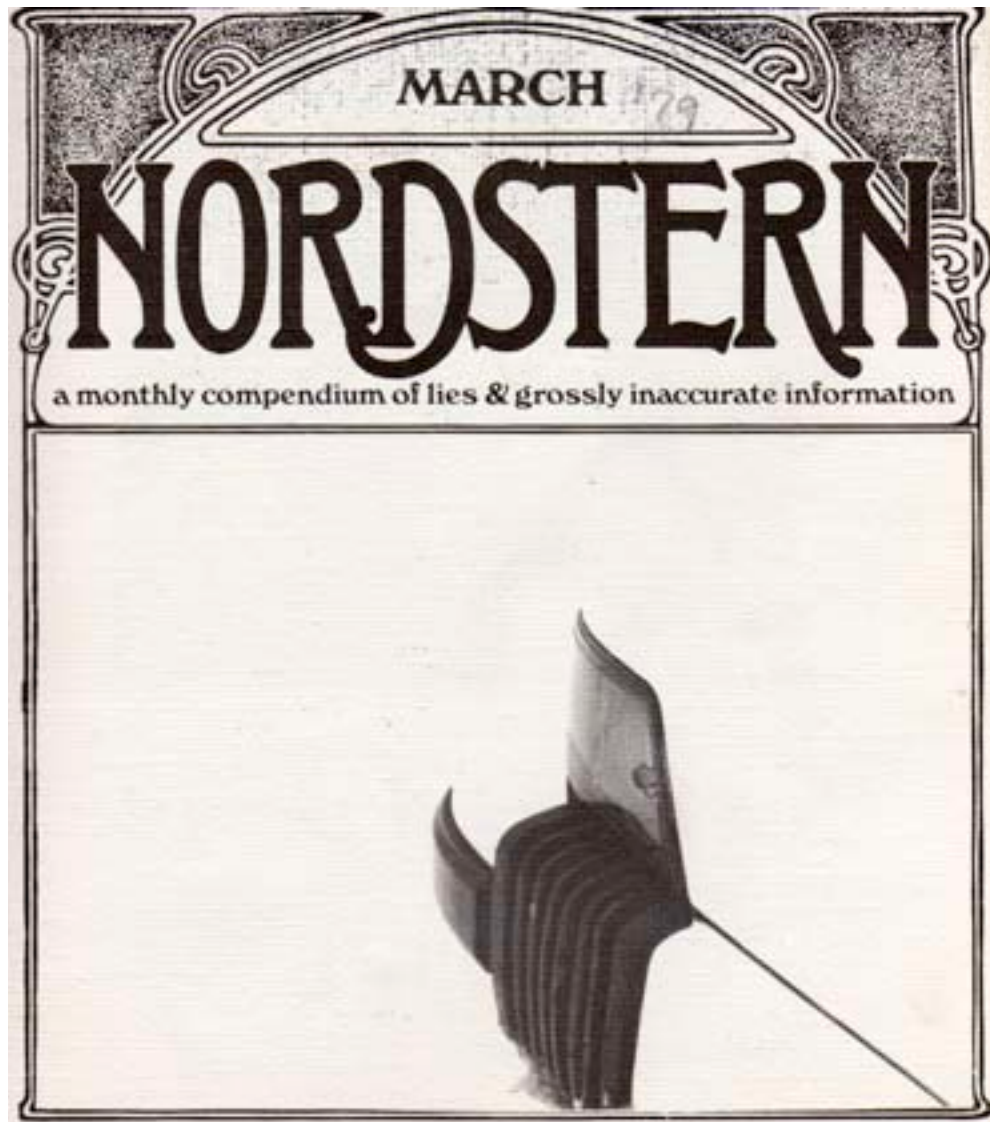
Left: The newsletters contained many of these little cartoon illustrations during that period. Most were only two or three inches.

Right: Mike Jekot says "They were not done as icon images for posterity but only to make someone grin." They still do.



Scanning the Past!

by Ron Faust



"I'm sorry Rick but I've never heard of a Carrera!"

Above: Dick Roe gives a quote he's probably been wanting to retract for 30 years. Obviously, he's honest

Left: Rick Le Burkien shows his artistic photographic talent on Luanne and Richard Guthart's white 911SC (editor's note: Stunning! and of course I LOVE the tagline)



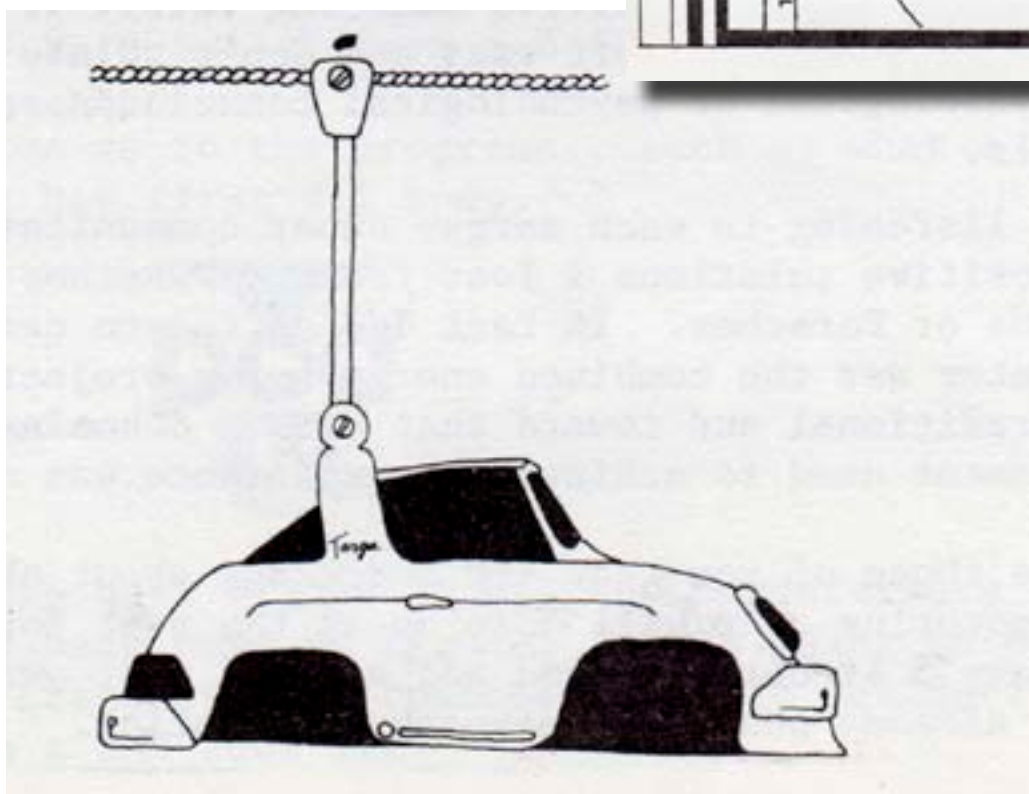
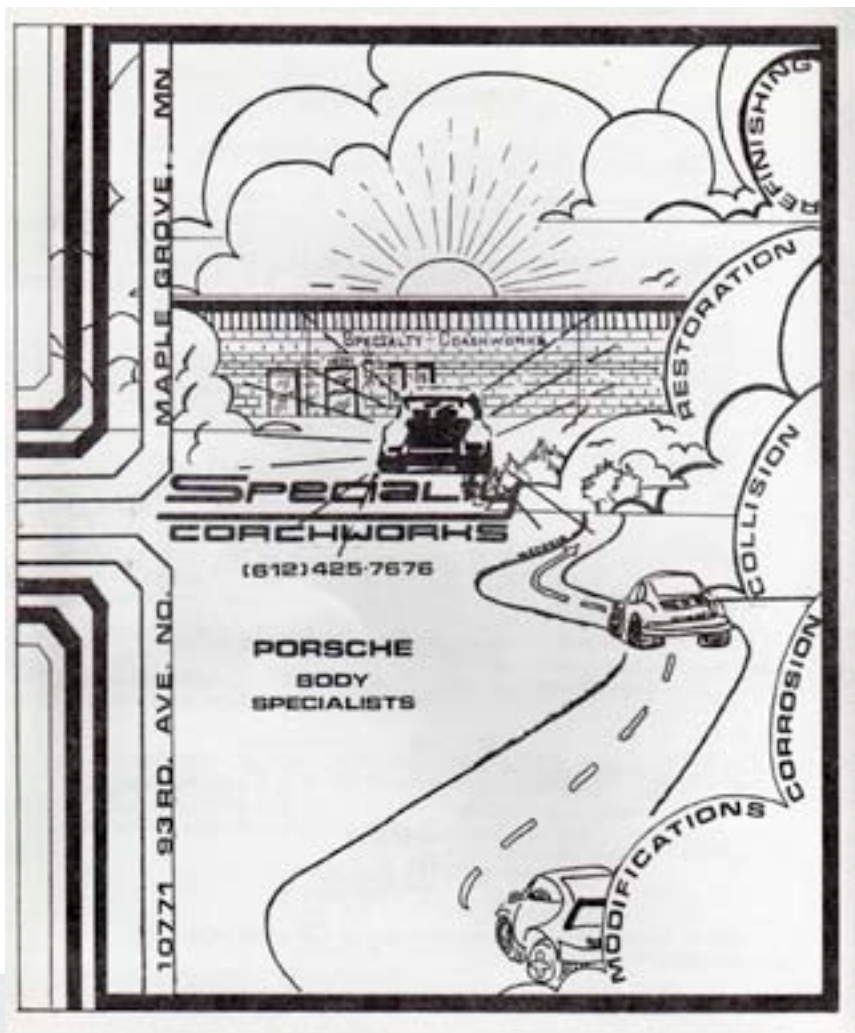
Above: From the January/ February 1979 edition

Scanning the Past!

by Ron Faust

Right: A new advertiser adds
an artistic full page ad in
April, 1979

(editor's note: So interesting
to see the progression in
artwork by our advertisers!)



Left: The fourth
cartoon from the
January edition

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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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Book Reviews for Porschephiles . . .

by Bruce Herrington, Riverside Region, reprinted from *The Circuit*

U.S. Route 395: Travel America's "Three Flags Highway" in a classic 1969 Porsche 912

by Michael R. Newlon (Riverside Region member)
published by Outskirts Press, Denver, CO

Most Southern Californians are aware of U.S. 395, the inland route to Mono Lake, Yosemite and Lake Tahoe. Though the signs make it clear that 395 is a US Highway, this reviewer never thought about it being more than just an old road through southern California. After all, going south, it just plain stops in Hesperia. It seemed reasonable to assume that going north it just plain stopped at Tahoe or, I guessed, it was actually Reno. It turns out there is much more to it than my current perception.

In actual fact, 395 goes all the way to (comes all the way from ?) the Canadian border, and here is the book to prove it. The appellation "Three Flags Highway" comes from the original intent, never quite realized, to connect the Canadian border to the Mexican border. Conceptually established (and numbered) in 1926 with the establishment of the Federal Highway System, the US 395 label was first placed on a roadway north of Spokane, Washington to the Canadian border. Ultimately, 395 reached 1,490 miles, but its length was reduced to 1,305 miles when it's

southern most rights of way were co-opted by pieces of Interstate 15 and 215.

U.S. Route 395 is a unique document. It describes a drive of the entire length from the Canadian Border to its current end in Hesperia. But it is not a detailed route map (ala AAA TripTik), nor is it a detailed guide to the places along the way (like a Fodors). Instead, it is a friendly, human report of a fascinating drive in an old Porsche. More a diary than a set of driving instructions, it deals with all the fun of making a real trip. What other 'trip guide' would describe the experience of having a road hazard flat with a virtually new tire?

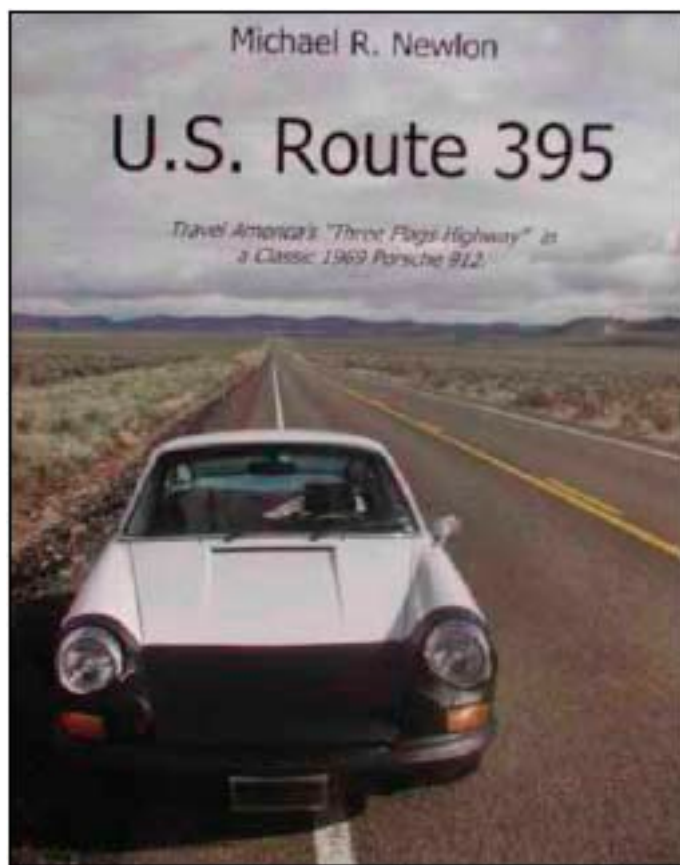
Continuity of the narrative is greatly enhanced by periodically including images of a road atlas, annotated to show highlights of the trip. The fact that the atlas used was a 1959 edition (even older than the car), pre-dating the Interstate Highway system, completes the sense of time travel back to the good ol' days that pervades this book.

Lavishly illustrated with both driver's eye and "this is what it looks like" pictures, it is easy to become engrossed in the author's experience as he makes his pilgrimage down the old highway. Old as it is, much of the road appears to be a driver's dream, with good pavement, wide open spaces and virtually no traffic.

The author has taken the time to stop and photograph many of the significant buildings, historic markers and information signs that most of us just sail by. It turns out that these things really are interesting!

Other items overlooked by most travelers, like geologic features, are described and presented in large, full color photographs.

U.S. Route 395 may be available for \$24.95 at your favorite bookseller (ask for it) or directly from the author at <http://www.michaelrnewlon.com>.





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Tech Notes from Tony Callas & Tom Prine . . . Electrical System, Part 1

courtesy Callas Rennsport, reprinted from The Circuit, Grand Prix Region PCA

As automobile electrical and charging systems have become more complex, the battery has had some difficulty following suit. The standard automotive lead acid battery has remained relatively unchanged since its inception.

Today's automotive electrical systems are becoming too demanding for anything other than a modern AGM (Absorbed Glass Matt) battery. 2005 and later Porsches, such as the 9PA (Cayenne), the sports cars i.e. 987 (Boxster and Cayman) and 997 (911) and now (especially) the new 970 (Panamera) operate using CAN (Controller Area Network) type bus systems that allow advanced communications between and within the many systems in the vehicle.

The CAN-bus system is intended to share information and operational responsibility between controllers and control units that can be physically located in different areas of the car. With all of this in mind, we often forget about the stringent demands the electrical charging system and battery are up against. The automotive battery is simply an electrical storage facility. Once the engine starts, the alternator supplies the electrical energy to operate the vehicle and replenish the battery's energy lost during the starting sequence, or that used by other systems such as the alarm, lights etc., when the car was not operating. Basically, the alternator acts as the gatekeeper to the vehicles charging system.

Disconnecting the battery may sound like a harmless act, but doing so will erase all the important data the car needs to run properly and efficiently, including fuel injection adaptations and ignition system misfire adaptations. These adaptations are what your computer and engine management system have learned in



A Porsche Battery Trickle Charger

an effort to run properly at its age and in its environment. Erasing these adaptations may lead to engine damage if certain conditions exist.



A typical AGM battery

Remember to keep a battery trickle charger connected to your Porsche if it is in storage or not driven regularly.

Next month — We will talk about what to do and, more importantly, what not to do if your battery is low or completely dead.

Ed: (from Wikipedia): Controller-area network (CAN or CAN-bus) is a vehicle bus standard designed to allow microcontrollers and devices to communicate with each other within a vehicle without a host computer.

CAN is a message based protocol, designed specifically for automotive applications but now also used in other areas such as industrial automation and medical equipment. Development of the CAN-bus started originally in 1983 at Robert Bosch GmbH. The protocol was officially released in 1986 at the Society of Automotive Engineers (SAE) congress in Detroit, Michigan. The first CAN controller chips, produced by Intel and Philips, came on the market in 1987. Bosch published the CAN 2.0 specification in 1991.

CAN is used in the OBD-II vehicle diagnostics standard, mandatory for all cars and light trucks sold in the United States since 1996, and the EOBD standard, mandatory for all petrol vehicles sold in the European Union since 2001 and all diesel vehicles since 2004.

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Confessions of a Car-aholic . . . or How All These Things Got into My Garage

by Tom Tweed, reprinted from Windblown Witness, San Diego Region PCA

Passion is a curious human phenomenon. It arises in our brains somehow, in ways we don't fully understand and can't adequately explain or anticipate. These impulses drive us to do all sorts of things, some of which are related to basic survival needs. Others we pursue only because we perceive that they will add to the excitement and variety of our lives. A passion for highperformance cars is a fairly modern development, and is certainly in the latter group, since there is no doubt that we could all survive just fine driving clunky, utilitarian automobiles.

Passion can lead to obsession, which can drive us to do crazy things. They don't call us "car nuts" for nothing! The cars in my garage at the moment (and the others that have passed through it in the last decade) are certainly indicative of that. The modern development of the internet has added to the frenzy, allowing us to go crazy on a much larger geographical scale. We can easily communicate with like-minded enthusiasts all over the world, convincing ourselves of the "normalness" of our shared disease through the simple evidence of commonality, of the widespread existence of car nuts everywhere. This is an illusion. We are all sick, little, post-industrial-age puppies, and we don't want to admit it.

In the ever-present spirit of denial and rationalization, let me try to explain how I came down with my particular strain. I think part of it was genetic—I inherited it from my father. He was fascinated by machines of all types, and definitely nurtured me in that direction from an early age. This probably came from a long family history of vehicle disease. My great-great-grandfather ran the stage coach line between Julian, Ramona, and San Diego back in the gold rush days, hauling the mail, freight, and passengers with horse-drawn wagons. A great-uncle of mine opened one of the first garages servicing the new horseless carriages in San Diego in the early 1900s. My father put himself through college by running

a gas station on University Avenue, supplemented by G.I. Bill benefits after WWII. As a teenager, he started building dirt-track cars out of the junkyard, back in the "flat-head" era, racing them on local circle tracks and out on the El Mirage dry lake bed. He bought his first Porsche, a used 356, when I was about eight years old, because he admired its engineering.

Despite a brief flirtation with a '57 MGA and various motorcycles in my teen years, I managed to avoid overt symptoms of the "need-for-speed" type of car disease until I was almost 50 years old, through the mixed-blessing of poverty. Before then, there was little extra money left over, after providing for the basic needs of food and shelter, to indulge such a passion. Besides, I was under the influence of a lifelong obsession with surfing then, as well as a major infatuation with building and sailing a wooden cruising sailboat during the late '70s, early '80s, which drained any extra resources. The economic bubble of the '90s induced me to think that I could finally afford a Porsche, though, and my slide down the slippery slope of performance driving began.

I found my first 911 the old-fashioned way—in the Union-Tribune classifieds (print edition). Try doing that these days! It was a 1966 model that had been upgraded to 1967 911S specs. I went through the PCA-SDR Performance Driving School with it in 1997, and began driving it in autocrosses. Time trials quickly followed, and I was fully hooked. After attending the VARA racing school at Buttonwillow in February of 1999, though, I had a brief bout with reality, and realized that there were limits to my resources that would prohibit indulging in a full club racing program. This epiphany made me decide to concentrate on enjoying the less expensive venues of autocross, DE and time trial events. Of course, by then I figured I needed a faster car than the little 2-liter, so I bought a '73 911E with a 3.0 in it and started developing it into a 911RS clone, an endeavor that

continued for the next six or seven years. My passion allowed me to effortlessly overlook the fact that even this limited scope of participation was proving to be quite expensive, according to the ancient koan: "What part of this racing thing did you think would be cheap and easy?"

In late 1999, I unexpectedly acquired the light ivory 1967 911S that had been the first new car my father had ever bought. There was no way I could justify having three Porsches to my wife (who does not suffer from speed-disease), so the 1966 911 was sold and shipped to an enthusiast in Australia, by virtue of the expanding scope



Tom in his Ultima GTR next to the Porsche RS Spyder in the paddock at Willow Springs.
Photo © Randy Wells, with permission of Penske Racing



of the internet, where it continued its evolution into a vintage race car. Around the same time, I started exploring opportunities to get more autocross seat time locally with the SCCA and BMWCCA racing programs. I scored my first TTOD with the BMW club, running the '73 in Exhibition class, but when I ran it in the ASP class with SCCA, I discovered I was bringing a knife to a gunfight.

The C-Modified class looked like fun, with more equally matched cars, so in 2001, I bought an old Zink 10C Formula Ford from a guy in Topeka, Kansas, for a really cheap price (ain't this internet-thingie great?!?) Of course, it was not street-legal, and hadn't been run in awhile, so I had to add a trailer to my entourage to pick it up and haul it around.

The FF was fun, and given some repair and development work (for a good laugh, ask Steve Grosekemper sometime about the rear wheel that ended up bouncing across Friars Road when he was co-driving), it was fairly competitive. After blowing two out of three runs by missing gates on the first day of the SCCA Solo II National Tour event at Qualcomm in 2002, I was actually fastest in C-Mod on the second day, and earned a trophy for second place overall. If Steve had been co-driving again, and stayed error-free in his usual "little-bit-faster-than-me" style (he weighs less, right?), it probably would have won. I met another Zink driver from Arizona that weekend, and in 2003, he gave my name to a FF club racer who had destroyed his Zink in an SCCA race at Firebird. This fellow needed a replacement car quickly that was compatible with the parts he still had left, and made me



an offer I couldn't refuse. I replaced the FF immediately with a WCM Ultralite that was available on Ebay—a Lotus Seven clone with a Honda S2000 engine. It was heavier (about 1,350 lbs.) and didn't handle quite as well, but it had twice the power of the FF and was actually streetlegal (without the racing slicks necessary to run it in the D-Mod class).

Car disease combined with the reach of the internet can be a terrible thing. Hanging out in a D-Sports Racing forum, I found out about a vintage LeGrand Mk.18 sportsracer for sale on the east coast. While obsolete for club racing, due to the modern development of the potent Stohr DSR package, these older cars still make excellent candidates for the B-Modified class in SCCA Solo racing. It had an interesting history and the owner was pretty desperate to sell it, so I had to help him out, no? In December of 2004, this little Kawasaki-green car arrived at my house, forcing the sale of the WCM Ultralite to a fellow in San Jose, as my long-suffering wife had imposed a five-vehicle-at-a-time limit on my



addiction by this point (a rule that had been passed down from her mother, who had applied it many years prior to her similarly-afflicted husband).

This LeGrand was a ton of fairly cheap fun, and is still in my garage, so I guess this is where my story turns from a historical review to current events. It was converted to a center-seat configuration by Hank Thorpe in the early '90s, and weighs about 880 lbs. wet, with a mid-mounted, 1,000cc Kawasaki ZX-10 motorcycle engine and sequential transmission, using a chain drive. With a stock motor, it makes about 120 HP, giving it a HP/weight ratio of about 7.3, making it comparable to the modern 911 Turbo—by that metric, anyway. Its light weight, low center of gravity, reduced aero drag, and 8" and 10" wheels allow it to corner, brake, and change direction better than a big, heavy coupe. For comparison purposes, the DSR track record at Willow Springs is a high 1:19, set back in 1996 by a "little old grandmother" from Northern California named Nancy James. A modern DSR has even more potential. Those familiar with the Thunderhill race track will be impressed by the SCCA track record of 1:38.16 set there in May of this year by a Stohr DSR. It takes a very mean Porsche to run a 1:50 at that track.

I ran the little green car in local SCCA practice events, and even brought it out to a couple of PCA-SDR autocrosses and a DE. To be strictly legal for the B-Mod class, it needs to have its

wheelbase lengthened by two inches to meet the minimum 80" requirement in the Solo II rules. That project is on my long-range docket at the moment, along with swapping the ZX-10 engine for the more powerful 1,300cc Suzuki Hayabusa motor (unless I recover from this illness in the meantime).

I had some good success with the '73 911RS clone in the GP, FI, and AM class over a five-year period, running it in the Time Trial and Autocross series as I improved it, but rule changes rendered it obsolete in 2004, so I started running the '67 911S in GS/S class instead. The '67S did very well for a couple of years, winning regional and Zone 8 autocross championships during 2004-05, until the rules were changed again, raising it up to the H class. It was around then that I retired from my job, and my "fun budget" was heavily impacted, causing me to reduce my participation in "away" events to save money. By late 2005, the worldwide economic bubble, combined with peaking collector interest in the early-series 911 models, resulted in such inflated values for the long-hood 911 cars that I decided to sell both the '67 and the '73 to get something different. I think this might be similar to an addict getting acclimated to their drugs and needing higher doses, or a new combination. As the motorsports sage Peter Egan said: "Racing makes heroin addiction seem like a vague wish for something salty." At any rate, the '67S went to Holland and the '73RS-look went to Sweden within 6 months of each other. Easy, worldwide communications from my computer made these deals possible, and the exchange rate for the Euro against the U.S. dollar at the time made for happy people on both ends.

It was during this period that I acquired the other Porsche that is still in my quiver. I bought a '68 911 "project" car from a fellow in La Mesa at the end of 2005. It had been built as a sleeper "hotrod" 911 back in the '90s by Dave Bouzaglou at TRE Motorsports in West Hollywood, but had been "rode hard and put away wet" since then. It had a good core, though, and over the last four years I have renewed it into sort of a 911T/R "tribute" car to run in the FP class. It made its debut runs at the last few autocross events, so some of you will recognize it as the slate-grey, narrow-fendered, skinny-tired, shortwheelbase 911 with rally lights mounted on the hood and horn grilles—number 908.

Last but not least, toward the end of September in 2007, I was cruising the DSR forum on the web, when I happened to see an ad posted by one of the members for an Ultima GTR. This is an English-built, mid-engine, tube-chassis, fiberglass-bodied, two-seat sports coupe designed by Lee Noble, and offered only as a "kit car" in the USA, due to DOT regulations. I saw one in the flesh for the first time in 2002, when I was picking up some Fuchs wheels for my '73 at a shop in Morgan Hill. It was still under construction, tucked in the corner of the shop, looking low, wide and serious, kind of like an old Can-Am car, with a Porsche twin-turbo flat six lurking in the middle of it. That memory was indelibly burned into my brain. The one for sale was on Mare Island in San Francisco, put together by a fellow I had come to

know on the forum as "Diasio Bill," since he had also owned and raced a modified Diasio D962 DSR, as well as a Honda S2000. His GTR had the more usual Corvette V-8 powerplant, with an inverted Porsche G50 transaxle, was a beautiful, well-developed track machine, and street-legal to boot. It had the less extravagant 350 cubic-inch small-block motor, rather than the big 427ci unit in the new Z06, making about 400 HP instead of 505, but with only 2,350 lbs. to haul around, that still gave it a HP/weight ratio of about 5.9, putting it on a level with the newest 911 GT2.

I kept telling myself over and over that I didn't need that kind of car. As the asking price fell week after week, dropping by \$20K over about two months, I had to at least email him and find out a little more about it. Bad move. By the middle of December, I had blown all the proceeds from selling my other 911s to buy the Ultima, loading it in my trailer and bringing it home in a marathon, 23-hour roundtrip to the Bay area. It first touched the ground in San Diego at Qualcomm stadium, unloading it the morning of the PCA-SDR "other car" autocross in 2007. Since then, the world economy has collapsed, my retirement fund has gone down the drain, and I've actually gone back to work, but I still have something that is as close as I'll ever get to a supercar in my garage. What was it that Frank Lloyd Wright said? Something like, "I sometimes do without the necessities of life in order to have the luxuries."

Ain't that just like a junkie? Where's the 12-step program for us car nuts?



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