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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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Roger Johnson 763.557.9578
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maob2@comcast.net

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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

WOW – It is October already! Our last track event is a sweet memory. Thank you to **Dave Anderson**, our Registrar, and **Ron Johnson** and **Jim Bahner**, our Eventmasters. Also thank you again to **Ron Johnson**, our Chief Driving Instructor, for arranging an amazing Friday school and advanced lapping. On Friday, the school portion was a success and the many advanced lappers were able to enjoy the short track all day long! Thank you to all that volunteered and all those that attended. It just seems way too early to put away our P cars for the winter!!! I am writing this prior to the Fall Color Tour but if the leaf color already present here in the Cities is any measure of the color change, the leaves should be near peak on the north shore. Thank you to **John** and **Suzanne Dixon** for hosting this wonderful event once again. Once you attend this event you won't want to miss a year!

Our monthly business meetings will reconvene again in October. All members are welcome to attend the meetings. I am interested in member input and feedback on events this year. Feel free to call me or send an email with your comments and suggestions (612-275-4891 or kimfritze@aol.com). Please check the website for information regarding the meeting. Hope to see you there!

Another great event to look forward to for all members is the annual Awards Banquet . The date and location have not yet been set so please check the website for more information.

Every event is organized and run by volunteers of this club. A big THANK YOU to all who have helped out this year. Please consider volunteering for a position next year. It is a great experience and one of the best ways to meet other members! Please contact me if you are interested in volunteering.

Kim



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Welcome . . . New, and returning, Members Hope to see you soon at 'the next event!'

Joe & Teri Abbott

Pine Springs, Mn
1987 944.

Susan Herreid

Afton, Mn
2004 911C4S

John Hill

Rapid City , S.D.
2006 911 C2

Bill Kidder

Maple Grove, Mn
1999 Boxster

Rob Welch & Elizabeth O'Reilly

Mpls, Mn
1977 924, 1983 944, 1994 968
Cab

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 range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

ClubTalk: 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

Here it is Fall, is your car still gracing the driveway? I certainly hope so as there are still going to be some lovely driving days ahead. I will use this issue, however, to feature some of the advice on car storage - take what appeals to you and throw the rest away as there certainly seems to be a range of opinion and procedures!

However, if you read nothing else this month do check out Dave Weisel's report on pages 11 and 12 on two long-time Nord Stern members, Eunice and Denny Guentzel. How interesting to read and see what they are doing out in lovely Montana after retirement. Both were very active in the club when my husband and I first joined Nord Stern and started driving on the track at BIR. I still can see the 'Yellow Bird' flying down the straight as it was so aptly nicknamed. In fact, we all can still see 'yellow bird' flying down the straight in it's current permutation as Joel and Teresa Pfister's race car!. Thanks, Dave, for reporting back to us on what must have been a fun trip; now if I was real editor with a real budget I would just love to assign you many a future feature of 'Where Are They Now' as a roving reporter! A second career at which I am sure you would excel.

Any other trips that just might coincide with where other former NS members currently are located would be pretty cool (how about a quick jaunt out to Colorado Springs to see the Godfredson's?!). There's another set of very active club members who many of us remember. We did visit them about 7 years ago and they are in a lovely spot in Colorado where Phyllis can raise her prize roses and Hank relocated his business, GT Racing. Talk about a gorgeous spot in the US, can hardly blame them for migrating westward! And we do have some fun pictures of a young Hank in some of

our archived newsletter issues Ron Faust is going through for us all. He joined the club very early on, I think when he was about 12 years old!

We have a recent addition to our advertising group, Pedro's Garage down in Florida. He's an avid PCAer down south who has been writing tech articles for his local club and as more and more editors asked him to share his tech tips he has agreed to set up a little way for us editors to access his articles. So we start with that this month and hopefully you, the reader, will find his comments and information interesting, informative and enjoyable.

So Happy Fall Foliage and see you at the next event!

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2010 Rally is in the Books

If you missed out on the Rally this year, you missed one of the best in a long time. The weather couldn't have been better, the route was challenging, but not too difficult, and the scenery was beautiful. Scott Welz did a great job of putting together an event where everyone enjoyed the morning drive and the lunch that followed.

Scott threw in an extra credit stop and asked for some creativity. We were amazed at the talent expressed by our club members in coming up with a paragraph describing how an article they bought at a sporting goods store reflects the goals and characteristics of Porsche. Scott should forward them to Porsche, there could be some good ad ideas there.

While there was a good turnout, there was room for many more cars and members. If you missed this year, plan on making it next year. It is a fun event everyone in the club should try at least once.

Thanks to Scott and Teri Welz for all of their hard work. Events don't just happen, they take planning, preparation, time and effort to make it a success.

And this year's Rally really was a huge success.

Jo and Dale Trippler

Thanks for Last Fling

Last Fling was a great event other than the L unanticipated antifreeze spillage. Thanks to Ron Johnson for providing us with plenty of time on the new 2.5-mile Competition Road Course Friday. Ron consistently does a great job of making the most effective use of the facilities we rent. Thanks to both Ron Johnson and Jim Bahner for being event masters the rest of the weekend.

Roy Henneberger

Ditto for me and thanks for all of the other events and assorted flings as well. I had a great year after being off a year due to a broken crankshaft penalty in late 08.

Sincerely,
Lon Tusler

Nord Sterners at KIC Historic Races



Bruce Boeder in car #3 racing in his run group this past July at the annual vintage race at Road America, turn 8, photo by Mark Kittock (see November issue for more photos!)

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Car Storage Tips...Encore

courtesy past ClubTalk Chatter

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

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

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

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

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

– Jerry Mohn

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

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

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

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

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

Take steps to keep vermin out of the car! I've never had a problem but I've heard numerous stories of people

finding mice nests and such in various nooks and crannies of their cars in the spring -- along with destroyed wiring harnesses, upholstery, etc. I'm no expert on what works, but I've generally put things like moth balls or scented dryer sheets or candles under and around my car, in the trunk and engine compartment, as well as setting out sticky mouse traps around my garage to catch them. Last winter I caught 2 mice and a vole. Mice can fit through a hole the size of a nickel or smaller, so don't assume your garage is safe.

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

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

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

– Chris Johnson

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

– Mark Kittock

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

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

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

I have a newer Porsche now, so I don't remove the battery any more. (too many electrical gizmos that get messed up).

Continued on page 36



Old Log Theater



The Mercedes-Benz Club of America Twin Cities Section and the

Nord Stern Region of the Porsche Club of America

invite you to their annual lunch and matinee outing to the Old Log Theater. This year we will be enjoying a performance of

“Jeeves In Bloom”

Sunday, November 14, 2010

Lunch @ 12:30pm, Performance @ 2:00pm

The outing consists of good cars, food, friends, and laughter (not necessarily in that order). We will meet at the Old Log Theater for lunch and then stay to watch the matinee.

The lobby and bar at the Old Log Theater open at 11:30am. Luncheon seating begins at 12:00pm, luncheon is served at 12:30pm. The show begins promptly at 2:00pm.

You have a choice of one of five main course entrées for lunch: Roast Crown Pork, Crispy Southern Style Country Baked Chicken, Braised Boneless Beef Short Ribs, Walleye Pike Almandine or Grilled Vegetable Stuffed Ravioli (vegetarian). All meals include: Mixed Green Salad & House Dressing, Potatoes O’Brian, Vegetables, French Bread & Butter, Dessert: Apple Crisp, Beverage: Coffee, Tea or Milk.

Please make your meal selection on the reservation form below. Each reservation is \$37.50 per person which includes lunch and your ticket to the show.

Please send reservation form (below) and payment to your events hosts (MBCA club members) John Elliot & Beth Kraus, 5904 Lee Valley Road, Edina, MN 55439. Their phone number is (952) 829-5142 if you have questions. **Make checks payable to: “MBCA-Twin City Section**

“A splendid new comedy by Margaret Raether”

Jeeves In Bloom follows the uproarious mishaps and misadventures of the loveable, loopy Bertie Wooster, who manages time and again to put himself in socially precarious situations, only to be rescued by his brainy butler, Jeeves. Now Bertie finds himself dodging romantic entanglements with a starry-eyed young woman, eluding an enraged chef wielding a meat cleaver, and begrudgingly helping his Aunt Dahlia to commit a burglary. Thank heaven Jeeves is there to save the day.

Based on the writings of best selling author P. G. Wodehouse, Jeeves In Bloom is great fun and will feature Old Log favorites James Cada, Sally Ann Wright and Steve Shaffer.

If you need to run directions use:

Old Log Theater
5185 Meadville Street
Greenwood, MN 55331
Box office Ph: (952) 474-5951

 **CUT OUT AND ENCLOSE IN ENVELOPE** ***All reservations and payment must be received by October 27, 2010***

Yes! I / We would like to attend the Mercedes-Benz Club / Porsche Club Old Log Theater outing! Cost is \$37.50 per person. Please list name of each attendee, Check one main entrée selection per person:

Attendee#1 Name: _____

Roast Crown Pork _____

Crispy Southern Style Baked Chicken _____

Braised Boneless Beef Short Ribs _____

Walleye Pike Almandine _____

Grilled Vegetable Stuffed Ravioli _____

Total \$ Amount Enclosed: _____

Attendee#2 Name: _____

Roast Crown Pork _____

Crispy Southern Style Baked Chicken _____

Braised Boneless Beef Short Ribs _____

Walleye Pike Almandine _____

Grilled Vegetable Stuffed Ravioli _____

Mail this Reservation form with payment to: John Elliot & Beth Kraus, 5904 Lee Valley Road, Edina, MN 55439
Make checks payable to: “MBCA-Twin City Section”

2010 Nord Stern Event Calendar

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

Be sure to watch the calendar for upcoming Social events during the 'off season!' Which here in the winter hinterland can be a significant number of the months in the calendar, unfortunately.

Also, check here and on our website for info on upcoming Tech sessions this winter, always a great time to come out to hear about some of the latest and greatest Porsche engineering plus see fellow members who are undoubtedly experiencing the same need to 'talk Porsche!'

ZONE 10 CALENDAR

OCTOBER

- 1-3 Drivers Education, Heartland Park Topeka Kansas City
3 Oktober Fest German car show, Hawthorne Plaza Kansas City
3-4 Autoslalom with the WSCC Red River
9 Lamber's Throed Rolls Run St. Louis
10 Autocross Wichita
10 Fall Leaf Drive Central Iowa
16 Fun Drive to Beethoven's Restaurant, Paola, KS Kansas City
16 Dinner social, time & location TBA Dakota
17 Porsche Car Show, Kemp Auto Museum St. Louis
23 Fall Color Tour St. Louis
23 Annual Flaming Fall Rally, Tech Quiz, Ozark Lakes
30 Road Trip to Cottonwood Falls (tentative) Wichita
30 Halloween Party Red River

NOVEMBER

- 12 PCA Palooza, Eureka Springs, AR
13 Tech Session St. Louis
13 Dinner social, time & location TBA Dakota
14 Old Log Theater, Excelsior, MN Nord Stern

DECEMBER

- 4 Christmas Party Kansas City
11 Christmas Dinner, Gasthaus Gutenberger Red River
11 Dinner social, time & location TBA Dakota
15 Changing of the Guard St. Louis

For detailed information about events listed in Zone 10, see the respective Region's website or the PCA National site at www.pca.org.

Central Iowa Region: cia.pca.org
Ozark Lakes Region: olk.pca.org
Dakotas Region: dak.pca.org
Red River Region: www.RedRiverPCA.org
Great Plains Region: porsche.ellipse.net
Schönesland Region: www.schonesland.org
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Nord Stern Region: www.nordstern.org
Wichita Region: wic.pca.org

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Where are They Now? Dennis and Eunice Guentzel . . .

Photos and text by Dave Weisel

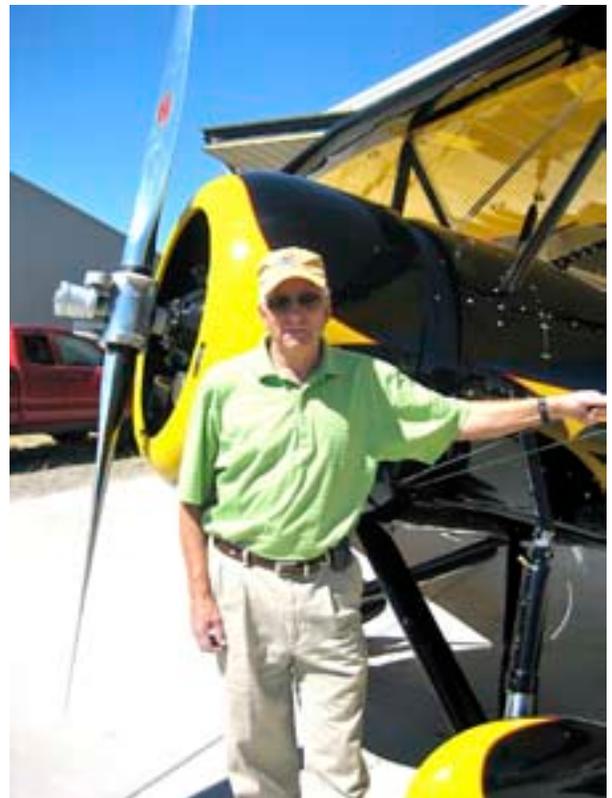
Keeping up with Nord Stern members who have moved out of the area and were former pillars (*editor's note: yup, the Guentzel's were very involved in track events as well as other aspects of club activities; I even have the stack of material Eunie passed on to me for sewing new track flags!!!! Fortunately I never had to replace any flags as I gather BIR has them for our use*) of the Club brings new insight on what they are now doing. For many years, Denny and his yellow '73 911 usually set the performance standard at the many BIR outings. The engine had grown to a twin-plug 3.5 liter and had more than adequate power to keep him at the top of the time charts. By the time he began his move westward to Bozeman, Montana, positioning himself for future retirement from driving 747's for Northwest, some "adjustments" had to be made. He had purchased a 356 C coupe to restore and keep him out of trouble in the retirement years and was about to also take the 911 with him to Montana when, at the last minute, he struck a deal with Joel Pfister. The 911 stayed here and Joel and Teresa have kept the car active with continuing modifications.

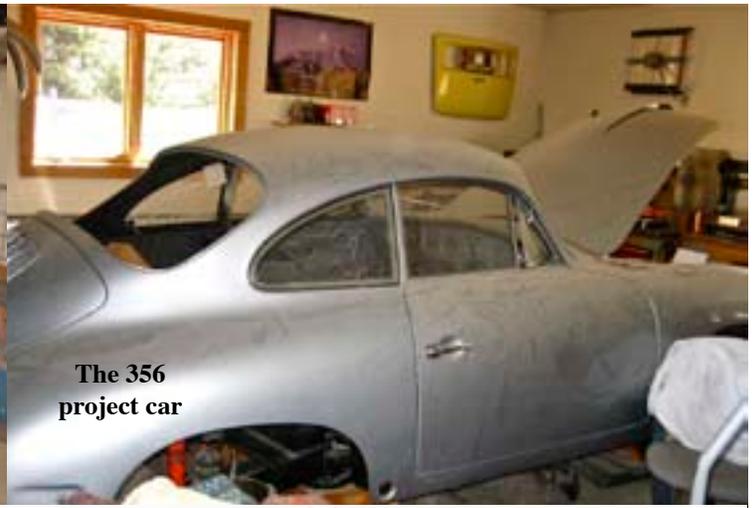
Shortly after retiring in 1998, Denny was visiting in the Minneapolis area and ran into another NW pilot retiree at a local restaurant. Denny made the mistake of asking the other pilot, "What are you doing these days?" The reply came back, "well, I restore old Waco biplanes at the Airport in Owatonna." The hook was immediately "set." It didn't take long for Denny to sign on the dotted line and the Waco project began. In Aug 2002 Denny took delivery of a restored 1929 Waco ATO (taperwing).

The Guentzels now live in a beautiful Swiss chalet home they built on the north side of Bozeman, not far from Bridger Bowl with a wonderful view of the surrounding mountains and valley below. The garage holds the 356 project with body in top condition and waiting for interior mechanicals to be installed. There is no set timetable for project completion. The real action is down at the Airport where Denny has his own hangar and the pristine Waco spends its non-flying time. The hangar is large enough to also house his 34 ft. Winnebago motor home which he and Eunie use for year-round getaways to any place they want to go. Life can't be any better.

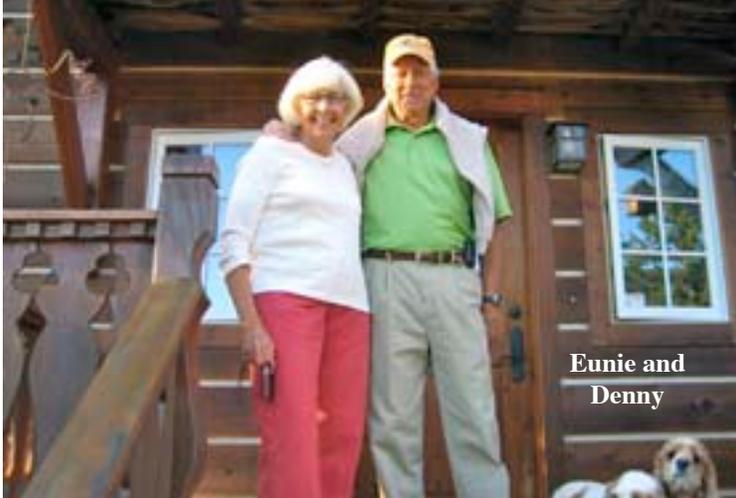
Last year at the BIR Club Race I was talking with Denny about the airplane and he suggested the best way to get "up close and familiar" with the plane was to come out to Bozeman and go for a ride. Last week I flew out to Montana and Denny met me and in no time at all we were cruising along the Bridger Mountain ridge line in perfectly clear weather. With the seven-cylinder 275 hp Jacobs radial engine purring smoothly, I got a good tour of the surrounding area. After a fine dinner that evening, we awoke to an equally good flying day so after a quick nine holes of golf, we were back in the Waco cruising over Ted Turner's 1000+ acre ranch south of Bozeman with bison grazing everywhere. We passed some abandoned gold mines near the Madison river and after an hour were back at the Airport for lunch and my flight back to MSP.

Wonderful folks, Eunie and Dennis. Thanks for helping me cross something off my "bucket list."





The 356 project car

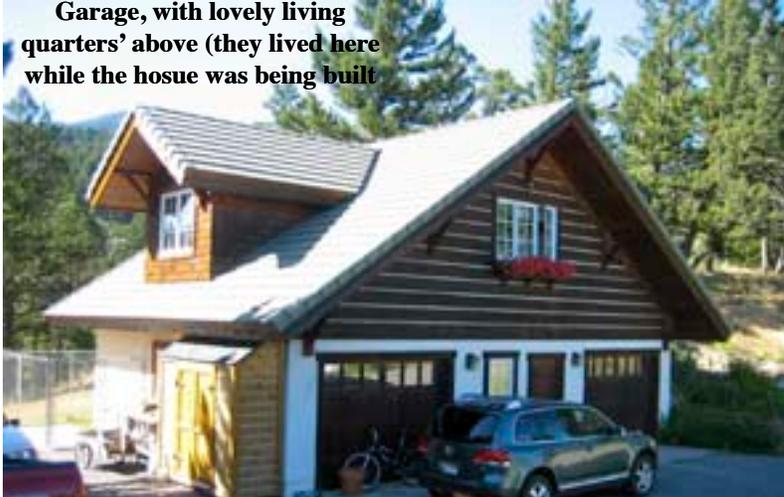


Eunie and Denny



The Guentzel's home

Garage, with lovely living quarters' above (they lived here while the hosue was being built



Denny flyer, the author takes the shot over his shoulder!



Left, Denny and Dave Weisel
Right, Denny checking the fuel in the Waco with the Winnebago behind

"Let's Take a Brake"

by Pedro Bonilla, Published in the September 2009 issue of "Die Porsche Kasette"

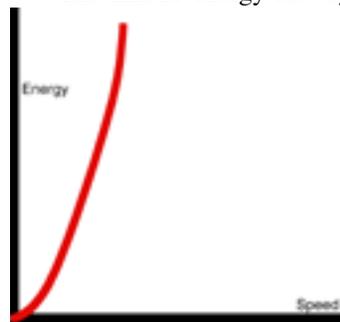
First let's start with the basics. What is a brake? By definition, a brake is a device for slowing or stopping the motion of a machine or a vehicle, or alternatively a device to restrain it from starting again.

Following the fact that energy is never lost or created, only transformed, the energy that the car while in motion, called kinetic energy is transformed into heat by the friction created between the rotor and the brake pads.

This energy increases exponentially with the speed of the vehicle, so if you double the vehicle's speed, the energy quadruples, if you triple it, the energy gets multiplied by 9 and so forth.

You can see how the graph looks.

The kinetic energy lost by the moving part is usually translated to heat by friction.



The kinetic energy increases with the mass of the vehicle (m) and with the square of the velocity ($E = m \cdot v^2$). This means that as the speed (v) of the vehicle doubles, it has 4

times more energy and the brakes must therefore dissipate four times as much energy to stop, therefore using 4 times more distance.

This is perfectly illustrated in this Bob Chapman photo of Flying Lizard's No. 45 at the 12 Hours of Sebring a from couple of years ago.



Notice how the front rotors start to glow red at the end of the long straights. The racecar's kinetic energy being transformed into thermal energy (heat) that can actually be seen.

Porsche Brakes are legendary!

To put it into context: The Special Edition Boxster RS 60 with 303 HP can accelerate from 0-60 mph in 5.0 seconds (that's quite a feat) ... yet it can decelerate from 60-0 mph in 3.4 seconds! (that's a greater feat).

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Our cars now come with standard four-piston-monoblock-aluminum-fixed-calipers front and rear and cross-drilled and vented discs (also called rotors).

As far as brakes go, it doesn't get much better than that, unless ... you dish out another \$9,000 and get the same brakes that the Carrera GT came with: PCCB (Porsche Ceramic Composite Brakes).

Continued on page 24



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Porsche Wins 3 of 4 ALMS Classes as RS Spyder, 911 GT3 RSR and 911 GT3 Cup All Victorious at Mosport

courtesy Jill Beck, PCA National Newsletter Editor

MANVILLE, Ont. Canada - August 29 - From the time they unloaded the Muscle Milk Porsche RS Spyder for Wednesday's test until the red flag which ended the Mobil 1 Presents the Grand Prix of Mosport race this afternoon, Klaus Graf (Germany) and Romain Dumas (France) had the fastest car at the track.

Either one driver or the other lead the field in every test session, every practice session, every warm-up, and for the entire American Le Mans Series race, giving the Muscle Milk Porsche RS Spyder its second overall win and third class win of the 2010 season.

In what turned out to be a banner day for Porsche's race cars and their customer-team owners, Patrick Long (USA) and Joerg Bergmeister (Germany) outperformed a tough selection of BMW, Ferrari and Corvette factory race cars in their Flying Lizard Motorsports Porsche 911 GT3 RSR to score their fourth GT class win of the season and close in on their second straight drivers championship.

And, in the GT Challenge class for matched Porsche 911 GT3 Cup cars, the Velox Motorsports Porsche of Shane Lewis/Lawson Aschenbach (both USA) scored the team's first win of the season, and kept Lewis' championship hopes alive as the Tim Pappas/Jeroen Bleekemolen Porsche, the current GTC points leaders, were second.

The race ended 30 minutes short of the two hours and 45-minute scheduled time as the #8 Drayson Racing Lola clipped the #48 Marquis Jet Porsche 911 GT3 Cup car being driven Luke Hines (England) between turns six and seven, where both cars were at maximum speed. Hines moved over the left the prototype by, but the Lola had not cleared the Porsche when it sent Luke spinning into the guardrail, pushing it back at least six feet from the race track. Although Hines was okay, after a short period of yellow flag time and a longer period of red flag status, the race organizers determined they could not fix the guardrail up to IMSA safety standards in the time allotted by the TV coverage

for the race, so the field was given the checkered flag and the race ended with the cars finishing in the order they were at the beginning of the yellow flag (right before the two-hour mark).

Hines told SPEED TV in a live interview after the race that he was upset about the accident, and, later, the Drayson driver, England's Jonny Cocker, was penalized in the final results for avoidable contact.

"I saw the #8 Drayson car coming, and I moved over to the left as far as I could and gave him plenty of room, yet he still hit me. The team worked so hard to give us a competitive car, and we were headed for the win after scoring the pole position - it's too bad it had to end that way. In GTC, we are responsible for staying out of the way, but the faster cars have a responsibility as well, and I don't feel that the other driver took that responsibility as seriously as he could have," said a frustrated Hines.

For the overall Porsche RS Spyder race winners, they felt they would win the race anyway, red flag or not. They were also on the pole and lead the whole way, and season-long driver Klaus Graf is still in contention for the season championship.

"What a great day! We were fastest all weekend, but we were still pushing for the perfect set-up. We found that set-up, and the the Muscle Milk Porsche RS Spyder ran perfectly -

Continued on page 22





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Book Reviews for Porschephiles . . .

US Route 99: Travel America's "Pacific Highway" by Michael Newlon, published by Outskirts Press Inc, Denver, CO

by Bruce Herrington, Riverside Region PCA, reprinted from The Circuit, Gran Prix Region PCA

Third in a series, US Route 99 is even more profusely illustrated than the previous books. In fact, the story of US 99 is largely told through the enhanced captions to the pictures presented in the book.

These pictures are very appropriate to the visual treats the author was able to find along his route. Unlike the Interstates which were designed to promote long distance travel, the US routes were designed to bring commerce to the towns (large and small) of America. The US routes used the 'Main Drag' of the towns on the route, without the bypasses and limited access typical of the modern interstates.

The ability to see the various goings-on in the towns along the route (including some of Greater Los Angeles), adds to the charm of blue route travel and, by reflection, to the charm of this book. The author displays considerable patience and perseverance in researching the history of the road, its alignment, and its associated landmarks (for the benefit of the rest of us too preoccupied with the modern world to search out the simpler life and times of the good 'ol days).

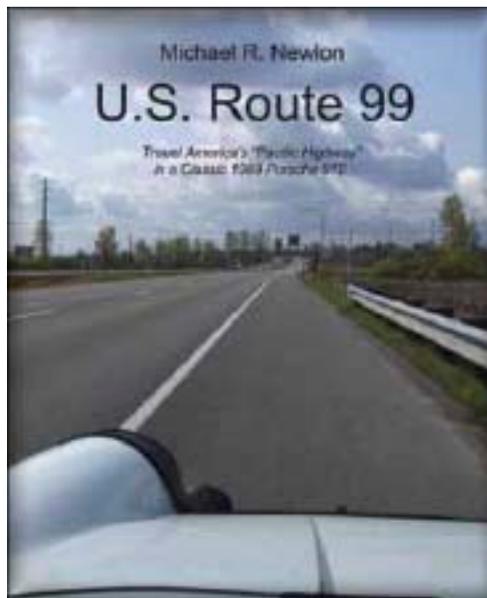
Like his previous books (US Route 395 and US Route 95), this book is dedicated to an individual who had a significant impact on the US highway system when it was an unheralded forerunner to the Interstate System we know today. The author tells how the support of and opposition to the US highway system made for some strange bedfellows. Mr. Thomas H. MacDonald, to whom US Route 99 is dedicated, served as Chief of the Federal Bureau of Public Roads for 34 years, an accomplishment of longevity which is interesting reading in its own right.

US Route 99 logs its travels from the southern terminus at Calexico, California to the Canadian Border at Blaine, Washington, on sections of a 1959 highway map. This map, very appropriately, presents US routes as the main highways of the country, as they indeed were before that honor was usurped by the Interstate Highway System we now know and love(?).

Unique amongst travel books, Mike Newlon's books always have Porsche content. He always works in commentary specific to matters of his vehicle, a Porsche 912. These discussions are above and beyond his discussions of the scenery, the history of the highway system, the historic markers along the way, and the specific history of the road in question.

Like all long distance travelers, the author of this book encounters a few trials and tribulations with his vehicle. As part of the travel, they (and the people he got to meet because of them), are duly reported in this travelogue. A comprehensive listing is included, of informational and Porsche service resources along the route.

US Route 99, with 87 profusely illustrated 8-1/2x11" pages, may be obtained for \$24.95 at your favorite bookseller (ask for it), or directly from the author at <http://www.highwaytripbooks.com>.





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the car was incredible. It was a big pleasure having Romain Dumas - one of the best drivers in the world - as a teammate. As we almost lapped the second-place Honda, you can see that the entire crew did a great job with preparation," said Graf, who had last won at Mosport in the SCCA Trans-Am.

Romain Dumas, who is between his win at the 24 Hours of Le Mans and his upcoming stint in the Porsche GT3 R Hybrid at Petit le Mans, said this experience was great.

"The 80 minutes I drove was one of the easiest stints I have ever done. I pushed hard for the first five laps, and we already had a ten-second lead, and the crew was already calling me to slow down to save fuel and tires. Driving a Porsche RS Spyder in front at Mosport - I don't think a race driver can have more fun," said Dumas, who, with fellow factory driver Timo Bernhard, won two straight ALMS championships in the Penske Porsche RS Spyder in 2007 and 2008.

The GT battle was another grind-it-out battle, with the Corvettes, BMWs and Ferraris all taking turns leading the race, but the #45 Flying Lizard Porsche 911 GT3 RSR prevailed, not only outthinking the other teams, but showing the all-out speed to keep them at bay once they took the lead.

"This has been an unbelievable season - every win has felt so much different because each one is so hard to get. In addition, it was a great feeling to show that we had the speed as well as the strategy and execution to win - this really gives us a boost for Petit Le Mans. We are a single point ahead of BMW and only 11 points ahead of Ferrari in the manufacturers championship, so there is still lots of work to be done, and there will be some additional Porsches

at Atlanta to help us. We don't just want the drivers title - we want it all," said Long, who won the title with Joerg and the Lizards a year ago as well.

Bergmeister, who also won the GT title with the Lizards in 2008 with Wolf Henzler, agrees that the win was important.

"With a 22-point lead in the GT drivers standings going into the last race, we have a good lead and this gives us even more motivation for Road Atlanta. The win makes us feel good for the possibility of clinching the championship," said Bergmeister, still the only driver to win ALMS and Rolex Grand-Am championships in the same year.

Other Porsche 911 GT3 RSR finishers including the Team Falken Tire entry of Wolf Henzler (Germany) and Bryan Sellers (USA) - seventh; and the Flying Lizard Porsche of Seth Neiman/Darren Law (both USA) - ninth.

As mentioned above, the Bryce Miller/Luke Hines Porsche was clearly the fastest car in GT Challenge, and was in first place right up until the accident, but Shane Lewis has five top-four finishes so far in the class, and today, his Velox Motorsports Porsche broke through for its first win. Although the Pappas/Bleekemolen Porsche is comfortably ahead in the point standings with its second-place finish, Lewis still has a shot at the championship. His co-driver, SCCA World-Challenge champion Lawson Aschenbach, was substituting for Lewis regular co-driver and car owner Jerry Vento. The Battery Tender/Alex Job Racing Porsche of Bill Sweedler and substitute driver Mitch Pagerey (pinch-hitting for Romeo Kapudija, who was injured in a testing crash on Wednesday) finished third despite driving a car that went through a complete re-build at the track Wednesday night and Thursday.

PHOTOS: Courtesy of Porsche Cars North America, Inc.





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ALL modern Porsches come with factory Brembo brakes.

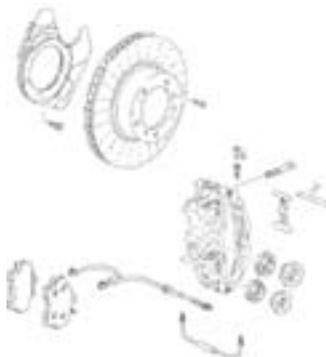
If you don't believe me, go look at your calipers.

Let's get a little deeper into the brakes now.

This illustration isolates the Braking System in our cars, showing all the braking components involved.

You can see that at each corner you have a set of calipers with pads hovering over the disc and they are all connected through a system of mostly hard and some flexible lines to a pump that gets actuated by the brake pedal.

- 1- Backing plate
- 2- Rotor (cross-drilled)
- 3- Caliper (4 piston)
- 4- Retainer and pin
- 5- Spring
- 6- Dust seals
- 7- Sensors
- 8- Pads
- 9- Lower Caliper tube
- 10- Caliper bolt



The ABS, or Anti-Locking Brake System) which all of our cars also have is a secondary system which operates in tandem with the Brake System.

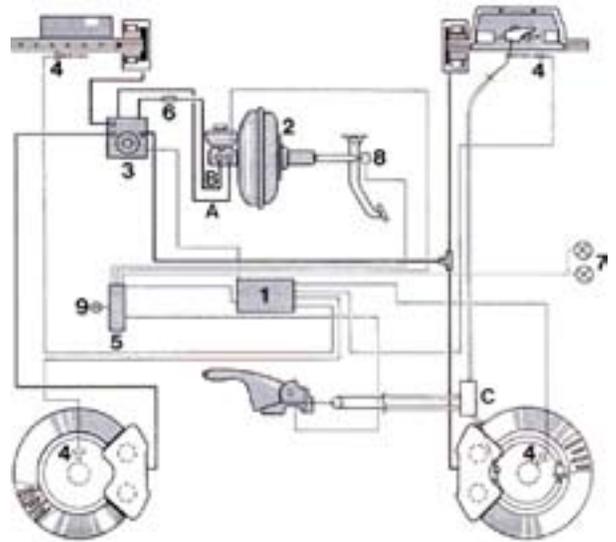
It's basically a safety feature in modern cars that doesn't allow any one of the tires to lock up under heavy or panic braking.

There's the:

- 1- ABS Control Unit which monitors each wheel's speed compared to the other three.
- 2- Brake Unit which is made up of the Brake Booster and Master Cylinder
- 3- ABS Hydraulic Unit
- 4- ABS Speed Sensors, one in each corner which sample each wheel's individual speed and sends the information to

the Central Information System

- 5- Central Information System
- 6- Brake Proportioning Valve
- 7- Brake Lights
- 8- Brake Light Switch
- 9- ABS Warning Light- ABS control unit

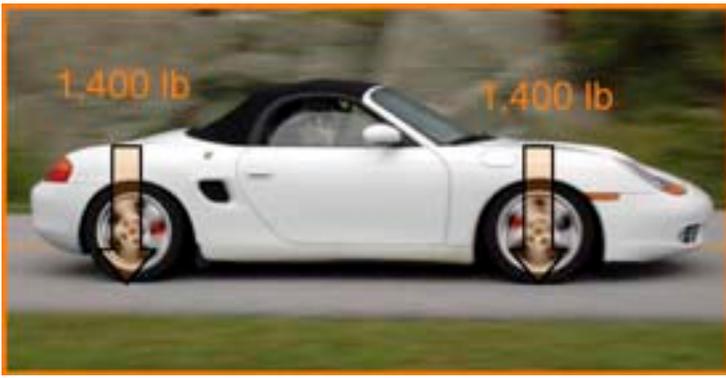


As we explained before, a great amount of heat is generated when stopping the car.

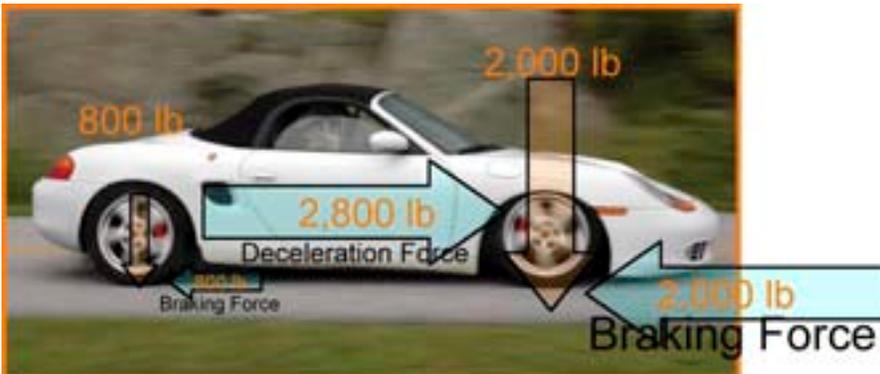
Because of that the rotors are internally ventilated, forcing cool air through the inside of the rotors as they rotate. The cars also have cooling ducts to direct oncoming air directly to the front brakes, which generate the most heat because they do the most work.



And why, you may ask yourself, do the fronts wear out faster than the rears?



The answer is because of the ever present weight transfer phenomenon. Let's assume we have a 2800 lb Boxster with a 50/50 weight distribution.



Note that when the vehicle is coasting, or at rest, there are no horizontal left or right arrows acting on the car.

All forces are acting in a vertical direction.

But what happens to a vehicle when we start applying the brakes? During braking weight is transferred from the rear axle to the front axle. You can certainly feel this effect as your body and everything loose in the car goes forward.

This is also called deceleration and can be represented in the formula $F = ma$ where "F" represents the forces acting at the contact patches, "m" represents the mass of the vehicle, and "a" represents the acceleration (or deceleration) of the car.

$$F = ma$$



Most of the new brake rotors are now cross-drilled from the factory.

The purpose for cross-drilling is to allow for the quick escape of gasses between the pads' and the rotors' surfaces. These gasses are generated by the application of the brakes when the great heat generated tend to sublimate some of the pad. A second advantage to cross-drilling the rotors is that there is much less brake fade when wet. One of the disadvantages is that is the cross-drilled rotors tend to crack around the perforations, so chamfering helps to relieve the cracks. Also chamfering eliminates a bit of the cheese grater effect on the pads.

Some people prefer slotted rotors which allow for gas and water to escape, but don't crack as the cross-drilled.

Brake maintenance is really one of the simplest jobs you can do on your car.

Happy "Porsche'ing"
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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?

September, 1979

- The Last Fling is scheduled for October 6-7. Entry fee is \$35 but the second driver is only \$15. Good luck on the weather.
- Non-Porsche cars had been invited to the Fast Fling in August (chosen on a car by car basis. Déjà vu 30 years later, the worry is expressed that autocrossing at BIR was having fading appeal. The number of drivers went from 76 in 1978 to 51 in 1979.)
- Fastest time of the day for that event had been run in a 911 RSR by Ibbotson. His time was 244.227 (two laps, including the chicanes at before Turn 1 and Turn 2?)
- Specs for the 924 turbo are revealed:
 - 143 HP
 - 147 ft. lbs torque at 3000 RPM
 - Cast iron block but a finned aluminum oil pan
 - 0-60 in “about” 9 seconds, top speed of “almost” 140, but an “astounding” 31 mpg on the highway
- Dave Morse contributes a four page do-it-yourself article on how to lower a 911.
- The Marketplace offers Gordon Doering’s ’71 911S for \$12,500 and a ’69 912 Targa for \$11,000.
- In a LeMans replay the Whittington brothers and Klaus Ludwig won the Watkins Glen World Championship of Makes Endurance Race in their 935. Dick Barbour, Paul Newman and Rolf Stomelen placed second.

October, 1979

- The BMW club was also invited to the “Great Equalizer” autocross at the Fairgrounds. Four 356’s showed up too, including Bob Cox in a ’59 Carrera.
- Two Porsche 934’s are being used as pace cars for the Winston GT IMSA races. Prepared by Vasek Polak of Hermosa Beach, CA, they were shown in shopping centers before each race.
- At a September business meeting *“It was suggested (by Cindy Doering) that because of today’s social trends and a feeling for fairness and equity that rules re: separating men and women by classes be ratified.”*

November, 1979

- The Holiday Party presentation will feature a four projector multiple screen sound/slide presentation. Nord Stern always keeps up with the technology.
- Also new for 1979 was “an honest to goodness pair of Emergency Medical Technicians from the Bloomington Rescue Squad” on the Las Fling. Nord Stern starts thinking safety.

Note: We again enter a period where the newsletters are incomplete, and actually we have very few left from the 1980’s. Pack rats, please check out those dusty boxes so we may find out Where We Were in the ‘80’s. (editor’s aside: we do have all of 1987 and 1988, so if anyone can help ‘fill in our archives’ for the 1980s it would be great.)

Scanning the Past!

by Ron Faust



QUESTION: What is a Last Fling?



QUESTION: What is a Last Fling?



ANSWER: It's meeting members you've not met before and receiving help and on the spot evaluation of your driving skills.

Above: One of a series of ads promoting the Last Fling; note tow truck. Was this the end of the straight before the walls were built? . . . And the driver was still in helmet, as far away from the wreck as he/she could get. September 1979

Above Left: The mighty 924 Turbo rears its face, September 1979

Left: Another Last Fling ad; couldn't have been Peter Gregg, or could it?

Scanning the Past!

by Ron Faust

Right: Cars like this and the attendance was down?
September 1979



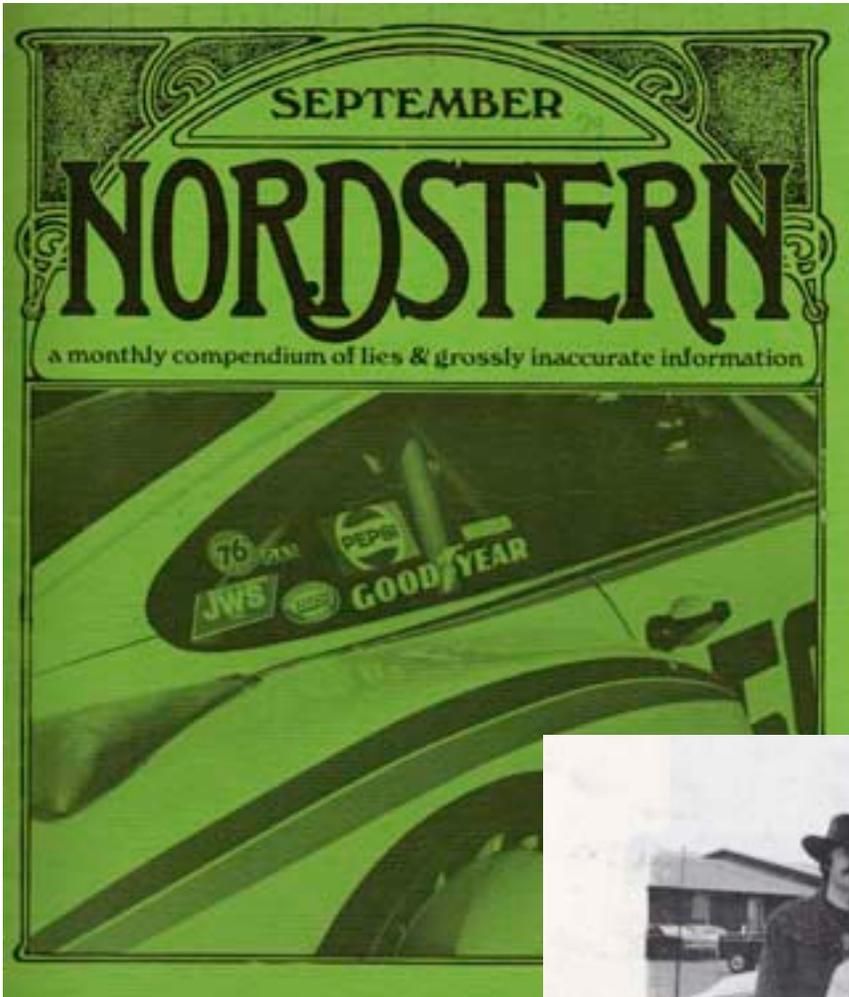
Below: A study in rear view mirrors, October 1979

Right: A high tech four-projector multi-format presentation is promised for the 1979 Holiday Dinner, over a decade before Powerpoint or iPhoto. And boy, do we love our digital images and electronic slide shows these days. November 1979



Scanning the Past!

by Ron Faust



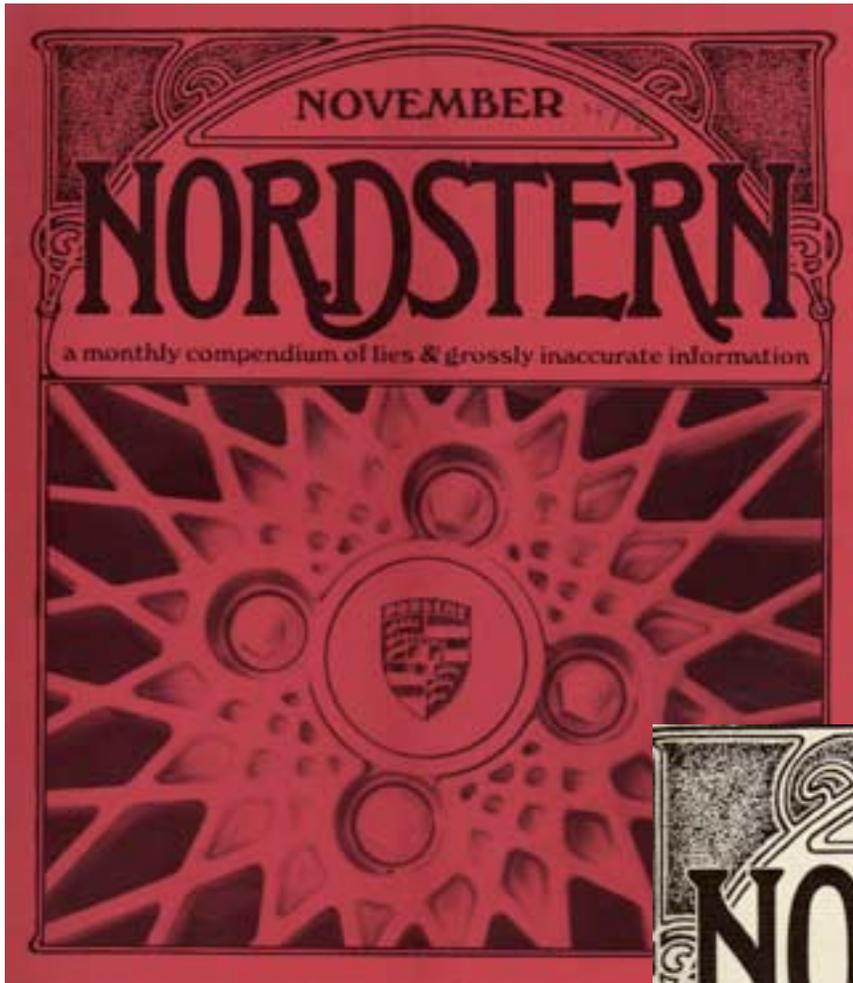
Below: The beautiful people go touring. November 1979

Left: Cover, September 1979 (I do so love the tagline!)



Scanning the Past!

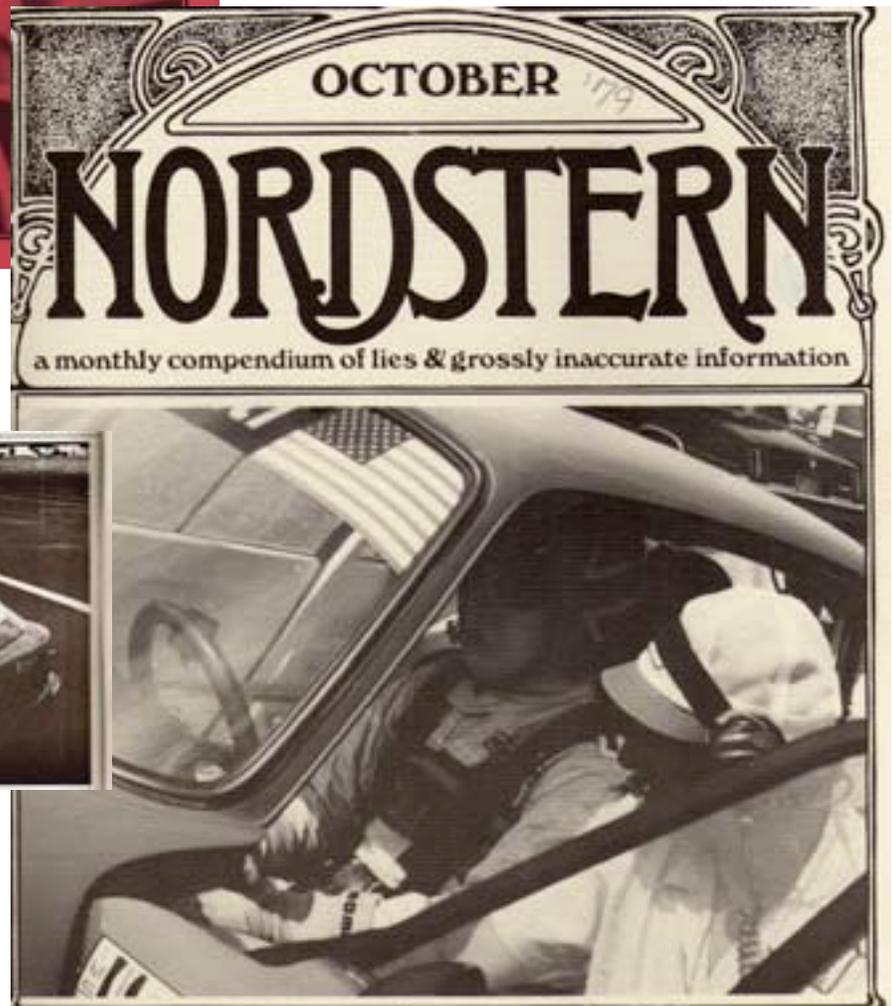
by Ron Faust



Left: November 1979 cover; nice wheel, but where's the 5th bolt? Must have been the 924 Turbo featured in the 9/79 issue.

Below, Cover October 1979, unidentified IMSA driver

Below Left: The Winston Cup show car; lets get into slant noses



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.

Wheels

Set of 4 wheels from 1989 944Turbo S
7J x16 with Pilot SX sport 225/50 ZR16
9J x16 with Conti Sport Contact 245/45 ZR16
\$750 or Best Offer. Loren Stiles H-952-892-0214 or C-612-201-4304

WHEELS & TYRES

Fuch's Set of 4 Prof. Refurbished 16" Porsche with new caps and new Dunlop Direzza DZ101 Tyres. 6" Front 205/55, 7" Rear 225/55 P.N. 911-362-113-00 and 911-361-020-44 Anodized Silver with Black Center's as O.E.M. \$2100 + Shipping, Pic's available. Geoff Sharples, Cold Spring,Mn 320-685-7851, GGSHARPLES@AOL.COM

2001 911 Turbo

Very nice 911 Turbo Coupe 2001 Triptonic with only 22,827 miles. Color Guards Red with Black Leather. Pirelli P zero with 1,300 miles. All maintenance done by Carousel Porsche. Always garaged. Include Porsche car cover, battery tender, red SpeedLingerie bra and a set of winter wheels, though I never drove the car in snow or salt. Asking \$51,000. Contact Guy Montagne at 952-212-1824 or Guy.Montagne@comcast.net

911 RS America

Class G, new engine, full cage, Bilstein custom valved, factory LSD, Magnicore, K&N, Jerry Woods headers, Sparco wheel, Ultrashield Simpson harness, IOPort brace, BBS wheels, Lexan windshield, LWF, Odyssey battery. No PS,



SR, AC, radio. Highly maintained by a 35 year PCA member. \$35k. More information online at PCA.org. Jon Beatty, jon@minntonkaaudio.com.

1978 Porsche 911SC

Set up for PCA class D, DE track events. Almost ready for PCA Club Racing. Very nice 911SC with only 61000 miles, the engine is strong and runs flawlessly. I've used only Mobil 1 oil and changed every year usually with only a few hundred miles. The suspension was professionally prepared by Johnson Autosport and includes new torsion bars, adjustable sway bars, shocks, adjustable rear suspension, turbo tie rods, bump

steer kit and lowered for racing. This is the same setup that Johnson Autosport had in their own 911SC that dominated the class.

It has a custom welded safety cage and racing seat with 5 point harness. Front and rear fiberglass bumpers, a front mounted oil cooler and an exterior kill switch. Jongbloed racing wheels plus



original Fuchs with new Toyo R1s for rain. Everything is in great shape. This car could also be restored as I have all the original parts and there is NO rust! and no damage, this car has always been stored inside and has never seen the snow. Its has a fresh oil change, new brake fluid and front rotors, it's ready to go.

The trailer is lightweight aluminum by Trailex and includes a winch and tire rack and is in excellent shape and can be pulled with a V6. \$25,000 or best offer for both. Glenn Lysaker 651-258 4011, racer911sc@sleepyeyetel.net

928S

One of a kind. Only 22,000 miles. Miles by original owner; never in winter. Flawless, dingless metallic garnet red finish. Less than 50 miles since '09 complete service and detailing by Maplewood Imports.

Five speed stick. Full leather interior. Call their service people for confirmation of it's "like new" status. You can steal this rare Porsche and have years of fun for just \$18,000.



I must make room for my new Panamera. Call Ken Kamstra © 651-690-5115. Or E-mail: thinkmk05@comcast.net.

1986 944 Turbo

Very nice clean 2 owner car! 117,000 miles. Non-smoker. No winters since 1989. Copenhagen Blue, black interior. Progressive rate springs in front, stock rear. 968 m030 front sway bar, Weltmeister 19mm adjustable bar in rear. Corner balanced by Autoedge. Recarro driver's seat. Autoauthority 2.5 chipset. Alpine AM/ FM/ CD player. Nakamichi power amp. European driving lights. Well maintained by owner, Maplewood Imports and Autoedge. Recent cam and balance belt and water pump replacement. Asking \$9,500.00 with original phone dials. Also have HRE 17" with Michelin Pilot Sport PS2 tires as pictured above. Will sell these for \$2,500. Jim DeBenedet 651-483-1006 (home) or 651-402-0356 (cell)

Porsche Parade 2010 . . . A Chronology of Porsche Intenseness

by Kim John Crumb

The Porsche Parade rarely gets any closer than this... Illinois. Even though our Porsche is still down for a big repair, Betty and I are attending anyway. Heck, when they do the "sit down" to the how-many-Parades-you've-attended at the very first banquet, there's only a relative handful of us still standing as it climbs past the 20+ number. It's just the place to be, for all things Porsche, that one week each year.

The Pheasant Run Resort is the headquarters for the event, you may have seen it being used for the Mecum Auto Auction on HD Net TV. So they're tuned-in to car events more than the average resort. St. Charles, IL is what was a "river town" in the past, as the Fox River is more like Mississippi north of the Twin Cities.

It's Saturday July 3rd, and we're heading east in the CTS-V. These days I run at about the 85% percentile speed of traffic. Why? Two reasons. One, it tends to keep you out of the hands of the gendarmes. Two, it's a safe, but usually brisk, pace. Brisk is safe? How could that be? "Doesn't speed kill?" Not exactly. Explain? That's because it's speed differential that causes accidents, so not being one of the extreme outliers in the flow is just a good idea. Last time I looked, it says "the safest speed is the speed of the traffic," right in the Minnesota Commercial Driver's Manual. (Don't try this with the Boys in Blue at the next stop, it won't work) This does mean a lot in the whole idea of setting speed limits that actually maximize our safety. The science of setting those is so bollixed up with politics . . . well, maybe topic another time?

We're through Wisconsin and onto the Tollway, soon we're headed south down IL 59 from I-90, I can see they use red light cameras here. Does this signal even more "cashbox" law enforcement? Too bad I don't have a front plate.

It's only noon, we've made good time. We check into the Country Inns & Suites, yes, when I stay for a whole week, I like a suite...it's only two blocks east of the HQ resort, and also saves some \$\$\$. Betty and I head over to Registration, and we start meeting many Porsche friends from all over the USA. The Parade Vibe is one of authentic car camaraderie! We go to our volunteer meetings, she the Concour Workers, and me to the Concour Judges. The Concours is really close, on the golf course that is part of the resort grounds, directly behind the hotel. Then? We go to the Zone 10 Welcome Party, nice pizza joint in the parking lot in front of our hotel, thank you to Doug Pierce, our Zone 10 Rep, for the hospitality! We meet lots of Porsche friends, old and new, from the Upper Midwest! Then? It's off to the official Welcome Banquet, courtesy of Pirelli. Like so much of this summer, the dew point is the 70 plus steamy range. This event is Inside a huge

airplane hangar at the nearby DuPage County Airport. There is a lot of cool machinery to see, both with wings and wheels. There's food plus a charity auction... including a lottery for a new Porsche Cayenne! The band is doing an excellent Blues Brothers tribute revue. Yes, the week of car fun and camaraderie is really hitting full stride!

Sunday, it's up early, we get our final class car counts and last minute instructions at our Judge's breakfast. I'm judging Preparation Class C-II cars, Betty is our group timer. Having been a Parade judge since 1989, I'm one of those that can handle any number of different assignments. What's the literal translation of that title, Concours de Elegance? "Contest of elegance," and you will not see more perfect Porsches anywhere else in the world. I can tell you that even the Porsche AG people are consistently impressed. It's mid-afternoon before the scores for our group are posted and made official.

It's Monday, I wash the car and unwind a bit. We tour the Art Show and visit with friends. We do the Rally ice cream "social." This assumes the driver and navigator are still speaking to each other at the finish. Then we walk the Autocross course. Sure wish we had a car to do this event. It's my habit to always stay in good practice. Later I get out my tux for the Concours Banquet. Betty and I are sitting at the table with the Pirelli and Tag Heuer Watch sponsor folks. They have some of the winning cars right there, in the huge hall with us. Corey Johnson wins his Class and Gmund Certification with his impeccable '65 356 Carrera 2, of course. Congrats!

Tuesday, it's the Gimmick Rally. You can do this one, even with a non-Porsche. It's a scenic tour is focused on the Lincoln Highway, the first trans-continental highway in the USA, and now a Scenic Byway. Imagine a young officer in a 1919 caravan, trying to cross the USA back in this things-were-a-bit-rougher era. Later, as President Dwight Eisenhower? He'd authorize the Interstate and Defense Highway Act of 1956. Now it makes even more sense. It's a great way to see local sights, and explore the countryside. Later we go to the Rally Banquet, at the beautiful Morton Arboretum. Peter Porsche is there, we harken back to the many Parades we've both been at. I bring up the DFW Parade in 1987, and the fun we had on a hot day at the Six Flags WaterPark. There is quite a summer rain deluge, but the planning has been good, the huge tents hold-up, and Parade spirit overcomes the interruption, nothing but a minor "blip" in the action. Nord Sterner's Mark & Mary Vreeland finish 8th in Gimmick Rally.

Wednesday? When I saw this Parade location, I thought of visiting FermiLab, the most powerful particle accelerator on the planet from 1970 through December 2009. It's in nearby Batavia, IL. Betty and I are fascinated by science and physics. After Dan Brown's popular "Angels & Demons" book and movie, this is a topic for mainstream audiences now. Just what are the most basic building blocks? What is a quark, and such considering that we're all essentially made out of star dust? It's a dazzling display of technology and the human quest for discovery at its very best. What's our follow-up plan? To visit the Soudan mine, in our very own Tower, Minnesota . . . the deep terminus of several of the experiments . . . this August.

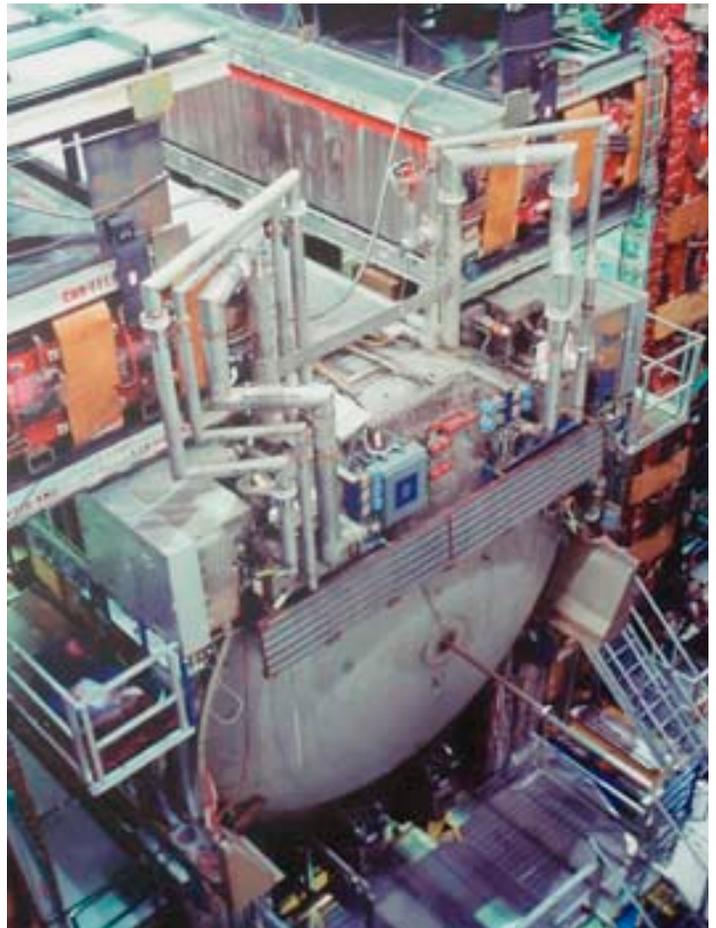
Thursday, and it's time for the Tech Quiz. The only one of the four main competitive events that you don't need to have a P-car to participate in. Betty and I are both taking the test, which consists first of 50 questions on Porsche History, Technical and Racing, and then 25 questions on the specific model you've chosen plus a few questions to be used as "tie-breakers." We're doing Class Q08 M&L, 928 Mens & Ladies. When the pencil dust clears? Only two people have the highest Overall Test score of 60 out of that 75. I'm one of them! I do like all manner of Porsches, but I do have a soft spot for the 928, how many think of us as the proven Porsche experts? I win the Men's Class and Betty takes second in the Ladies Class, she only misses First by one point! Later we attend the presentation by Michael Cotton, the European Panorama writer, and then we head to the Autocross Awards banquet. Yes, as you might be imagining from the sound of all this, the Parade probably does not qualify as a low-calorie event?

Friday is the final day. We go to the Volunteer Party at the Pottawatomie Park, right on the Fox River. It's a nice setting, and the local river fauna are hoping to get some of the food? It's good to clearly celebrate and reward volunteerism . . . without it, there would be no club.

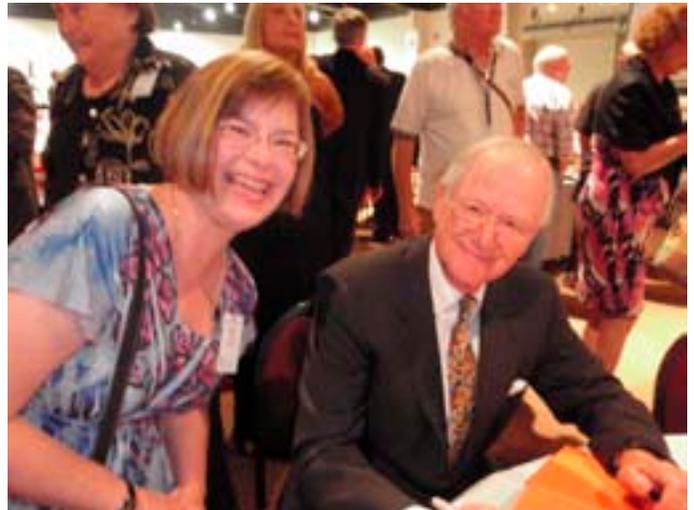
Later we head to the Victory Banquet. We chat with Peter Porsche again, and he signs our copy of Karl Ludvigsen's "Excellence Was Expected." Betty and I get our Tech Quiz awards. Nord Stern magazine wins 2nd in Class Four (Regions of 400-799 members) in the Newsletter Awards. What, the whole week went by already? It all happened so fast . . . time flies when you're having fun! They announce next year's Parade site as: Savannah, Georgia. I like that town. How do I know? It was also the site of the 1998 Mercedes-Benz StarFest event . . . their club's equivalent event. There is a "Grand Avenue" district along the River with nice restaurants and what you'd probably call Southern Hospitality. I remember lots of parks, and more. Sign us up on the first day. How about you? See you there!

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Photos at right and above right, views from the Fermi Lab, talk about 'scale!' photos by Kim Crumb



Continued on page 32



Clockwise, Top, the 'Blues Brother' band at the Welcome party in the DuPage County Airport Hanger; Betty with Peter Porsche; some of the 'wildlife' at the headquarter resort; a 2010 GT3 RSR at the Parade Concours, Pirelli sponsored Cayman, with both above views from the Fermi Lab (again, the scale!). Photos by Kim Crumb.



TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2010

DATE	EVENT	SPONSOR	LOCATION
APRIL 24 (SAT)	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
APRIL 25	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
MAY 8 (SAT)	AUTOCROSS - MOWOG 1	MAC	VALLEYFAIR
MAY 9 @	AUTOCROSS - MOWOG 2	MAC	VALLEYFAIR
MAY 15 (SAT)	TEST & TUNE	SCCA	WINONA
MAY 22	AUTOCROSS	SCCA	WINONA
MAY 16	TEST & TUNE	MAC	DCTC
MAY 22	TEEN DRIVING SCHOOL	MAC	DCTC
JUNE 5 (SAT)	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
JUNE 6	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
June 7 Suburban Corvettes school BIR long course \$235			
JUNE 13	AUTOCROSS	SCCA	WEST SALEM
JUNE 13	AUTOCROSS - MOWOG 3	MAC	DCTC
JUNE 26	INTERMEDIATE DRIVERS SCHOOL	CVSCC	TBD
JUNE 27 @	AUTOCROSS	CVSCC	CVTC
JULY 10 (SAT)	TEST & TUNE	SCCA	WINONA
JULY 11 @	AUTOCROSS	SCCA	WINONA
JULY 18	AUTOCROSS - MOWOG 4	MAC	DCTC
JULY 25	AUTOCROSS - MOWOG 5	MAC	MIDWAY STADIUM
AUGUST 1 @	SUPERSUNDAY AUTOCROSS I	COM	DCTC
AUGUST 7	SoloPro COMP SCHOOL	MAC	TBD
AUGUST 8	TEST & TUNE	MAC	DCTC
AUG 21 (SAT)	TEST & TUNE	SCCA	WINONA
AUGUST 22	AUTOCROSS	SCCA	WINONA
AUGUST 22	AUTOCROSS - MOWOG 6	MAC	DCTC
SEP 12 @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
SEP 19 @	AUTOCROSS	CVSCC	CVTC
SEP 26	AUTOCROSS	SCCA	WEST SALEM
OCT 9	AUTOCROSS - MOWOG 7	MAC	CANTERBURY PARK
OCT 10 @	AUTOCROSS - MOWOG 8	MAC	CANTERBURY PARK
OCT 17	AUTOCROSS - MOWOG 9	MAC	MIDWAY STADIUM

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS: May 2, Jun 27, Jul 11, Aug 1, Aug 12, Sep 19, Oct 10

PCA DRIVER'S TRAINING at BRAINERD RACEWAY: APRIL 30, SEP 10

SCCM PRACTICE DAYS at BRAINERD RACEWAY: JUNE 7, SEP 13

CAR SHOW - CARS UNDER THE STARS SPONSORED BY SCCM--GROSSMAN CHEV--AUGUST 7

SCCA RACING EVENTS @ BIR: REGIONAL RACES JULY 4th WKND, TRANS-AM LABOR DAY WKND

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: STEVE GARNJOBST 651-778-0585

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-308-6913

SCCM = SUBURBAN CORVETTE CLUB of MN--www.suburbancorvettesofminnesota.com--CONTACT: SCOTT HEGSTRAND 612-619-8615

BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

MIDWAY = MIDWAY STADIUM PARKING LOT, ST. PAUL, MN

VALLEYFAIR = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN



I use a Porsche battery maintainer that always keeps the battery at it's maximum without over charging. I think they are around \$60 at Carousel.

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

– Keith Jones

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

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

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

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

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

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

– Todd Knettel

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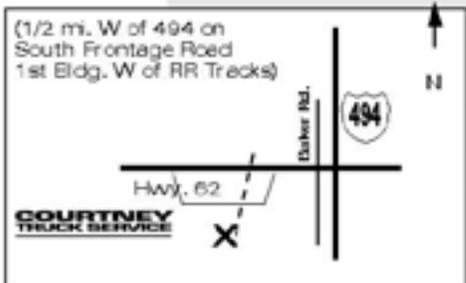
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901-O-Rama

by Gordon Maltby

Nord Stern's annual car show draws a hundred or more Porsches every summer. Over the last few years a mix of four or five early 911 and 912s have shown up; not nearly enough to represent the true number of these cars in the area. Mark Bouljon, Parts Manager at Carousel Porsche in Minneapolis and a 911 owner for forty years, thought an event to spotlight the 1965-73 cars would bring out many more. He was right. I was assigned to organize the venue, a quiet park down the street from my home.

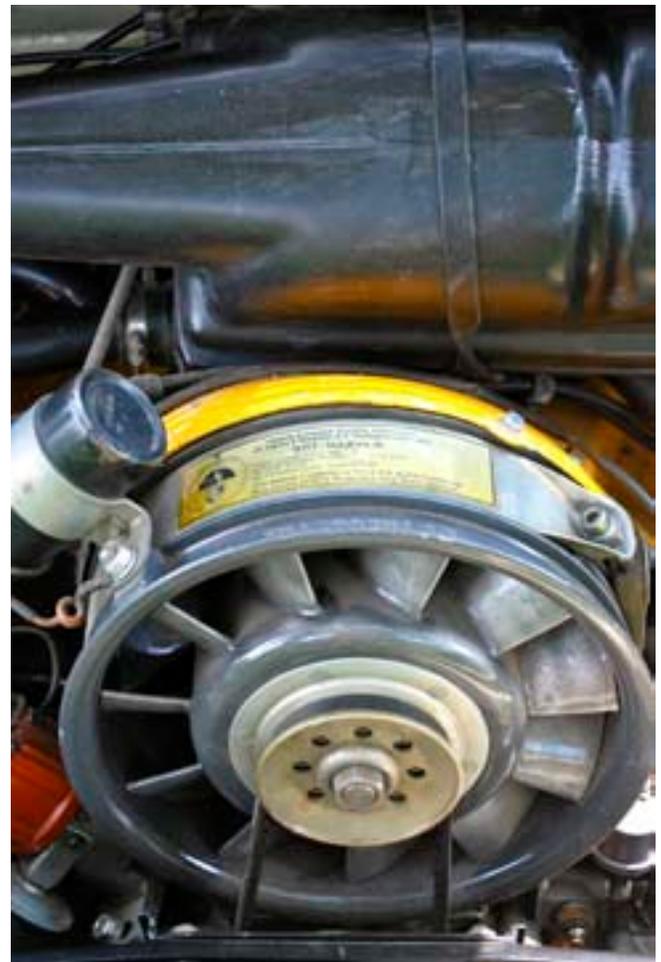
The morning of August 8th dawned clear but with the previous night's rain still dripping from the trees in Burriss Park, in the little river town of Marine on St. Croix. Mark and Barb Bouljon, Matt Lawson, Eric Ericson and I set up camp and waited for the sound of flat six engines. By later in the morning, there were 26 cars from the 1965-73 group, along with 30-some other Porsches of all types. Keith Jones arranged the registration table to sign up early car owners and collect donations for Courage Center, Nord Stern's primary charity. By the end of the day, almost \$600 had been raised. Thanks to everyone who took part!

Bob Fleming gave several mini-seminars on his red '65, #300149 which was later joined by white #300184, owned since it was a year or two old by Glen Whitesell and not seen for years. Iowa Region newsletter editor Mike Massel in his 1970 T drove up for the event, with restorers Lee and Neil Schlaubaugh in their "anti-concours" 356. Cars came from all around the area including the far western suburbs of Minneapolis and Rochester. Roger Grimm brought his beautiful '68 Sand Beige 911L from Fargo. Peter Kitchak could not attend but was kind enough to send his '73 RS lightweight. It had a place of honor next to the two very early 911s. There were 912s and 911s of all years, original and modified, like Bruce Boeder's '73 RS-look vintage racer. Matt Brendenvehl's burgundy '68 912 got many admiring looks and Phil Saari brought two 912s and a '73 911. Prizes were given in several categories including "Needs Love" (ironically won by Terry Boblit whose original '66 912 has received plenty of it in the four-plus decades he's owned the car).

Many participants spent some time looking around Marine, touring the General Store, which dates from 1870 and is still a vibrant part of the 600-resident community. Owned many years ago by Ralph Malmberg, it is the original "Ralph's Pretty Good Grocery" as made famous by G. Keillor when he lived in Marine. The Brookside Bar and Grill (Side Track Tap) had a big lunch crowd in spite of the air conditioning breaking down in the 90+ heat.

My ivory "poster car" has been in "some assembly required" mode for four years. Two days before the event Mark asked if it would be there and I thought, hey that's not a bad idea. It was towed to the event after a frantic day of installing the transmission, engine, interior and trim pieces, some of which fell off on the trip down the street. A neighbor helped by checking the edges of the street on his bike. He pedaled back to the park and said, "I found an 'I'". After a moment of confusion we realized it was the "H" from the decklid. It was the first time the 911 had been out in public in four years. Apparently a few other owners were likewise motivated, as many of the cars had not been seen at local Porsche events before.

Thanks to all the enthusiasts who helped, attended and supported us. We'll do it again sometime.



Above, Nice Fan - Gordon Maltby's 911, photo by Ron Faust



Out and About at the 901-O-Rama

photos by Ron Faust and Gordon Maltby

Clockwise, Top left: the true crackle of original paint, It's not just about the shine! (your editor LOVES this photo, such texture)

Bill Groshen and Ann Bennion out for a spin in the 356 Speedster now restored and set up 'Bill-style!'

Mark Bouljon with 'not just a basic poster!' (NFS!)

Bob Fleming (red shirt) and Glen Whitesell by their respective gorgeous VERY early 911s, see story

A project car for sure! Or 'Nice Gaps!'

Phil Sarri's orange '73 T is between his '69 912 with 38,000 original miles and his white '68 912 (not seen in this pic)





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carouselautomobiles.com

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