

# Nord Stern

December 2010





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# N O R D                      S T E R N



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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 7<sup>th</sup> 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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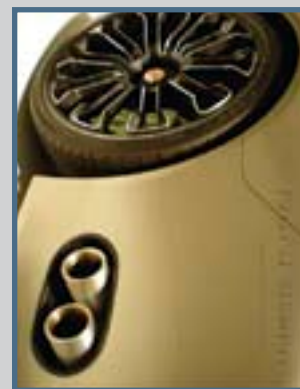
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Jim Bahner, see Officer listing for contact  
details.

Jill Daneu, Staff Writer/Photog 952 432-3486

Ron Faust, Staff Writer/Photog 218 961-1617

Cover: Side Vents!

918 on display at the Porsche Factory Museum in Stuttgart this  
past October 2010. Photo by Steve Meydell.



## Address changes

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Reminder: Annual Dues are:  
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## 2010 Officers & Committee Chairs

### President

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### Concours

### YOUR NAME HERE - Volunteer Needed!

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### Dealer Relations

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### Drives

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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

# The Prez Sez

By Kim Fritze

Can you believe we are already into the 2010 Holiday season! The holidays always give us time to reflect and give thanks for our friends and family. I want to thank ALL of you for the honor and privilege of serving as Nord Stern President this year. It has been a wonderful and rewarding opportunity. The year has gone by so fast!!! It was a fabulous opportunity to meet new members, form new friendships and spend time with old friends.

There are so many people that make this club successful. Too many to mention by name but thank you for every hour you spend working on Nord Stern stuff! I know how much time can be spent on our 'volunteer jobs' and it is all appreciated! We really have an incredible club. Keith and I have traveled to several regions this year and Nord Stern has always been well represented both with volunteer positions at the national level and with participants. Thank you to all members who have made our region nationally recognized and respected!

Make sure to mark your calendars for the Nord Stern Holiday party on January 22 at Windows on Minnesota downtown Minneapolis in the IDS Center. In addition to the dinner and complimentary parking we are also offering rooms at the Marquette Hotel for a reduced price! Details

are in the newsletter so please check it out. This year the Holiday Party will be a combination Awards Banquet AND Holiday Party. I hope you can attend this very special social gala! Please RSVP ASAP.

I hope that you and your family have a very Happy Holiday season and a very Merry Christmas. Thank you again for letting me serve as President for 2010. Take care and hope to see you at an event soon!

Happy Holidays!  
Kim

P.S. – Christie – I love the November Nord Stern cover!



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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

### Ad sizes (maximum dimensions):

Full page:	8" wide by 10.5" high
1/2 page:	8" wide by 5.25" high
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

All inside ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated. Color extra, currently none available. Contract and 6 month payment required for ad insertion



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

**No New Members this month,  
Check here next issue!**

### **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

**H**appy holidays to all Nord Stern members (and non-members, too, who are reading the newsletter . . . I suspect there are more than a few out there who aren't paying dues but do get the newsletter; after all there are many complimentary recipients on our mailing list!). But whether you are a member or not, I would like to take a moment to just thank all the various people in this club who work to make it what it is. As Kim says in her column on page 5, too many to list but you know who you are and please know the dedication to making things work is certainly appreciated by me, for one. We cannot continue to offer the quality of driving program at Brainerd, the run rallies and drives around town, the socials at various clubs and restaurants, the fall Color Tour, the annual Porsche Show over in Roseville, the winter tech sessions at shops, and whatever else gets planned each year without a legion of volunteers. Kudos to one and all.

I recently heard from a reader who missed a couple of events this past summer which he would have liked to attend but didn't know about as info in the newsletter was rather last minute in one case, and not noticed in the other. There are newer members joining the club every year and this really was a reminder to me how important the newsletter is to

remember that not *everyone knows about our events in the detail many of us may take for granted simply because we've been around*. Most of our activities are yearly, specifics may vary a bit, but we do hold yearly events that have proven to be of interest and popular with members.

That's the good news. The bad news is that our PR and communications can sometimes fall a bit short. We have over the years augmented the newsletter (*Nord Stern*) with a website, with an email listserv, with email blasts from PCA as those avenues of communications are becoming ever more crucial in this age of fast changes and updates and connectivity. What I don't particularly like about the explosion in electronic communications is our tendency to plan events later. While the turnaround for our newsletter is far faster than when I started this back in 1995, it still is dependent on time. Time for gathering info, time to process and lay out an issue, time at the printer, time in the mail going at the financial reasonable slow time of bulk rate.

With that in mind, I'll be spending time to make sure our newsletter's info is current, is accurate and does provide the kind of info needed by newer members and especially those who aren't necessarily so electronically connected!

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# Letters to the Editor . . .

## A Tale of a 944

I finally found the right car and bought it. It is a 1988 944 (base model) with 26,700 miles. The original owner bought the car new when he was 60 years old. He was one of the founders of the Des Moines region of SCCA. He had all of the service records since day one. He even had a log book which included all fuel fills plus cost per gallon.

I would like to thank all of the Nord Stern members that helped me make this purchase possible: *"It's not just the cars, it's the people."*

**Joe Rothman** inspected two cars for me in Denver. The 88 944 Turbo S sold before I could get the money to the owner.

**Nicole Pladson** (Mark's daughter) inspected a Turbo car for me in Missoula, MT.

**Don Lawrence**, special thanks for his insight into all 944 variations. Thanks to the many club talk subscribers who provided me with all sorts of excellent advice.

I especially appreciated all of the offers of help I received regarding getting the 22-year-old Porsche safely home from Newton Iowa.

**John Velure** offered the use of his trailer plus his truck if needed.

**Doug Anderson** said call him if we had a breakdown in transit. He had a trailer and would come to our aid.

**Hakan Carlsson** loaned me two wheels with tires mounted. Also, thanks to the many others who offered too.

**Mark Pladson** exemplified the "it's the people" part of PCA membership. Mark took a day of vacation to help me get the Porsche home. We had Hakan's tires and Mark brought numerous tools, floor jack, tow rope, etc. Mark drove my VW back home while I enjoyed driving my new old Porsche.

Thanks again to all

– Jim Tourtillotte

Congrats on the purchase now let's gut it, put in a cage, and make an SP1 out of it :)

Enjoy....You'll have a ball

– Brent Knoll

Congratulations! It's vintage already.

– Ron Faust

### More Notes from Your Editor:

*First off, Happy Holidays and Best Wishes in the New Year (okay, does this mean I don't have to send Christmas cards this year....hmmmm, very tempting!)*

*Second, Dues are due. The notice is near the back of this issue and for your convenience we are again including a self-addressed envelop for you to send your payment to our wonderful Membership Chair, Ed Vasquez*

*Third, Our Holiday Party looks to be very speical this year at the top of the IDS. If you have never been up there, it is spectacular. It is definitely 'a deal' and the pricing obtained for an evening's stay at the Marriot is not to be missed. Be sure to RSVP right away and get your check into Carrie John.*

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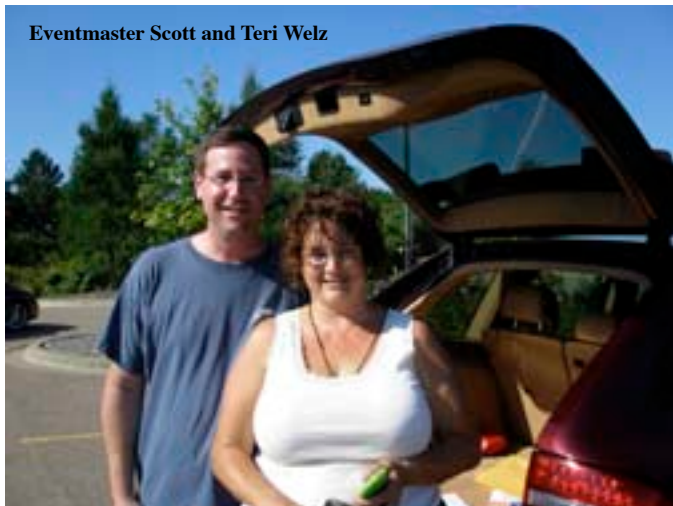
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# Out and About at this past August's Rally

*Photos and captions by Jill Danue*

Eventmaster Scott and Teri Welz



Photographer with Mike Lancial and hubby Fred



The Tietel family are all smiles after 2nd place tie



Scott provides Rally instructions



So this is where the emergency envelopes are stored...

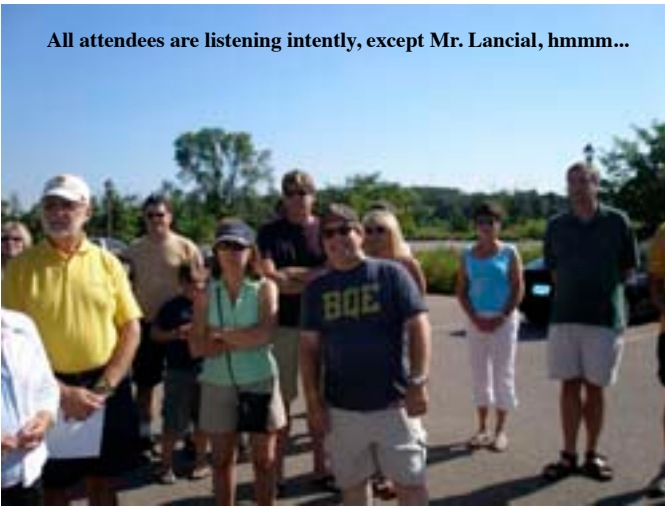


Chuck Young, Roy Henneberger and friend Gayle, Catherine Young





All attendees are listening intently, except Mr. Lancial, hmmm...



Lisa nad Guy Montague join Luis Fraguada and Chris Dvorak



Laura Catania and Bret Bailey are eager to lead the rally pack



Lori Lancial, Bret Bailey and Laura Catania

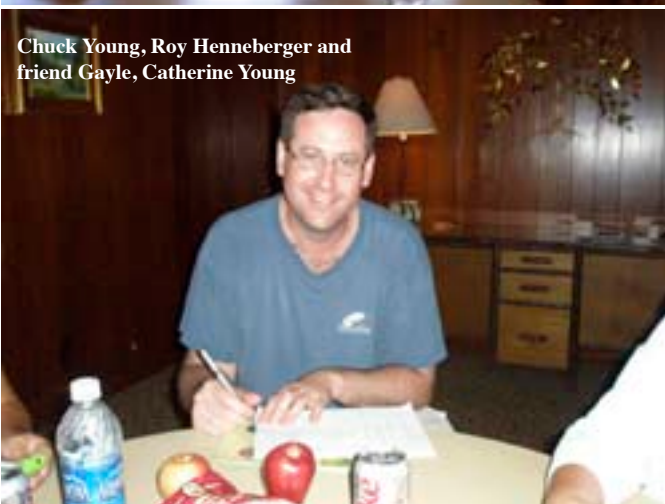


In honor of  
Thomas Catania  
September 5, 2007

Arboretum tree and sign  
honoring Laura's dad



Chuck Young, Roy Henneberger and friend Gayle, Catherine Young



Temporary parking spaces...





# 2010 Nord Stern Event Calendar

## December

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

## April

- 29 BIR First Fling Driver Training**  
Ron Johnson, porsche freak@earthlink.net

## 30-

## May

- 1 BIR First Fling Driver Education**  
Eventmaster: TBA
- 1 Maplewood Imports Car Show**  
10:00 a.m. to 2:00 p.m.
- 21 Intermarque Car Show at Como Park**  
St. Paul, MN 10:00 a.m.  
Contact: Andy Lindberg 651-292-8585  
Cars arrive early each year!

## June

- 11 17th Annual German Carfest**  
Veteran's Park, Shakopee, MN  
Contact: Paul and Chris Bergquist  
952-937-1822 or pbassocinc@aol.com
- 17 BIR Fast Fling Driver Training**  
Ron Johnson, porsche freak@earthlink.net
- 18-19 BIR Fast Fling Driver Education**  
Eventmaster: TBA

## July

- 11-12 BIR at Road America**  
Monday and Tuesday Driver Ed Event
- 29-31 BIR Club Race and Driver Education**  
Eventmaster: TBA

## September

- 9 BIR Last Fling Driver Training**  
Ron Johnson, porsche freak@earthlink.net
- 10-11 BIR Last Fling Driver Education**  
Eventmaster: TBA
- 11 The Wayzata Rotary & Minneapolis Club Charity Car Show**  
10:00 a.m. - 4:00 p.m.  
Contact: Marty Schneider 612-237-3843
- 23-25 Annual North Shore Color Tour**  
Blue Fin Bay in Tofte, MN  
Eventmaster: John Dixon,  
eyerack@tcq.net

## ZONE 10 CALENDAR

### NOVEMBER

- 12 PCA Palooza, Eureka Springs, AR
- 13 Tech Session St. Louis
- 2011 13 Dinner social, time & location TBA Dakota
- 14 Old Log Theater, Excelsior, MN Nord Stern

### DECEMBER

- 2011 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](http://www.pca.org).

## 2011

Central Iowa Region: [cia.pca.org](http://cia.pca.org)  
Ozark Lakes Region: [olk.pca.org](http://olk.pca.org)  
Dakotas Region: [dak.pca.org](http://dak.pca.org)  
Red River Region: [www.RedRiverPCA.org](http://www.RedRiverPCA.org)  
Great Plains Region: [porsche.ellipse.net](http://porsche.ellipse.net)  
Schönesland Region: [www.schonesland.org](http://www.schonesland.org)  
Kansas City Region: [www.kcrpca.org](http://www.kcrpca.org)  
St. Louis Region: [www.stlpca.org](http://www.stlpca.org)  
Nord Stern Region: [www.nordstern.org](http://www.nordstern.org)  
Wichita Region: [wic.pca.org](http://wic.pca.org)

## 2011

## 2011

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# Nord Stern Business Meeting Minutes . .. November 9, 2010

**P**resident Kim Fritze called the meeting to order at 7:02 PM.

**Autocross/Time Trials:** Harvey Robideau. Harvey has the Award medallions for future winners. He passed one around for the officers to look at. Will try to have at least one Autocross next year maybe two. Looking at possible dates in June and/or in September at the Dakota County facility.

**Driver's Ed:** Jim O'Brien. Nothing to report.

**Driver's Training:** Ron Johnson. Discussed having a women's only DT on Friday during Fast Fling in June next year using the short track. Advance Lapping would also be offered on Friday. Then Saturday and Sunday using the short track all day for DE.

**Drives:** Mike Lancial/Randy Walker. Looking at two driving events again next year.

**Membership:** Ed Vazquez. There are 698 PCA members in our region of which 486 are also Nord Stern members. We need to figure out how to let people pay for club dues using their credit card. Ed is working on various options to publicize the club through dealers and advertisers. The new member meeting may again coincide with a tech session.

**Met Council:** Bob Kosky. The last Met Council event is this weekend. The year-end party will be on Saturday, January 8, 2011. The club will donate leftover wristbands to Met Council for their events next year.

**Rally:** Scott Welz/Dale Trippler. Nothing to report.

**Social:** Carrie John. The year-end holiday party is scheduled for Saturday, January 22, 2011. The party will be held at the Windows on Minnesota Restaurant in the IDS Tower on the 50<sup>th</sup> floor. The total cost, which includes dinner, tax, gratuity and parking in the IDS

ramp, is set at \$50 per person. In addition to dinner, there will be an introduction of new officers and giving out awards for the previous year. The focus this year will be a social event, there will not be a featured speaker. Also, anyone who might want to stay the night, rooms will be available for a discount rate of \$109/night.

Webmaster: Bret Bailey. Nothing to report.

Adjourned at 8:08 PM.

Respectively Submitted by  
Dale Trippler, Secretary  
November 10, 2010







Catherine and  
Chuck Young tie for  
2nd place



John and Linda  
Elliot



New members Don and Graham McCall



Gloria Mihevc and  
Teri Welz



First place honorees  
go to Dale Trippler  
and Jo Craven





Could this be "P" for Porsche Man or Woman?!



Check out my new summer home!

## Out and About at this summer's Rally

*photos by Jill Daneu*

The 2010 Nord Stern Rally was organized by Scott and Teri Welz and featured a fun course to follow and a very serious hand of poker to declare this year's winners:

- 1st Place: Driver - Dale Trippler  
Navigator - Jo Craven
- 2nd Place-Tie: Driver - Mike Tietel  
Navigators - Nicole Tietel, Shelby Tietel, Riley Tietel
- 2nd Place-Tie: Driver- Chuck Young  
Navigator - Catherine Young

12 cars participated this August, with some cars including more than just a driver and navigator! From the photos it would appear one and all had a great time. Rallies truly are a great way to get out and enjoy an interesting drive in perhaps an unfamiliar part of our greater Metro area and meet other club members. Check out next year schedule and perhaps a Rally will fit into your schedule. And rest assured our rallies are truly fun ones with navigation instructions all of us can follow!



# Preview of the Porsche 918 Spyder

by Steve Meydell

Recently Nancy and I traveled to Europe for a fall vacation, missing what I understand was a fantastic fall color tour. We will have to make it next year. We were not too disappointed as we visited the Porsche Factory and Museum in Zuffenhausen. When they confirmed our factory tour they also invited us to preview the new 918 Spyder Hybrid concept car. The preview turned out not to be too exclusive, but it was only in the museum from October 1 – 7.

It was very interesting to come off the long up escalator to the beginning floor of the museum and see the first



Porsche designed was an electric wheel motor. Most of you have read about this in various magazines, but I have a little more background before we talk about the 918.

Dr. Ferdinand Porsche worked at the Jacob Lohner coach building company in 1898 that produced

electric vehicles between 1892 and 1903. The first electric car they produced was the 1898 full electric car that used batteries only to power the revolutionary electric hub motors pictured here. This was not the first electric car that is credited to Robert Anderson in 1839. The wheel motor was revolutionary in that it cut weight and eliminated the need for belts, chains, gears and drive shafts, thus saving weight and making a simple reliable drive system. Dr. Porsche's low weight philosophy started right away. A stripped down version of this electric car was entered in the 1900 Semmering race and driven by Dr. Porsche himself.

The Lohner Porsche 1901 Mixte is credited as the first serial hybrid. This is a system that uses a gas or other fueled motor to drive the electric generator to charge the batteries but the gas motor does not drive the wheels directly. Lohner Porsche also is thought to have produced the first 4 X 4, which used the wheel electric motors at all corners.

Examples of the 1898 and 1903 Lohner Porsche cars can be seen at the Technical Museum Vienna and Norwegian Technical Museum respectively. Only the wheel motor is on display at the Porsche museum.

## 918 Spyder

After moving through the various exhibits of the museum we arrived at the top where the 918 Spyder study car was on display. It was clear by the two museum persons standing by the car that you could get as close to it as you wanted but don't dare touch it or even think about opening the door and getting in. The initial impression is it is much like the Carrera GT. I will not go into too many details as you all have read about it in several publications, but some of the interesting items I observed are that the car has no mirrors, side or rear view. The two side mirror stalks are slender and have small cameras. The rear view camera is mounted in the rear diffuser; apparently video screens on the dash show you what they see. When I asked the museum person if this would be on the production car and available in the USA he said he did not know. The dash appeared to have video screens in front of the three gauge pods and also in the center console.





I really liked the side exhaust. Again, when asked the museum guy said he did not know if they would be on the production car or the USA version.

When asked about the red button on the steering wheel he quickly said it is for passing! He said if you need to pass something now you push the button and get the full 710 HP available to pass *now!* I bet some people would like that at BIR.

The wheels are especially nice and designed for this car. I bet the guy who gets curb rash on them will feel it in the wallet, but then again if you can put down 500,000 Euro for a car it may not hurt so much.

Some other interesting facts, which you may already know, are:



**Hotos on pages 16 and 17 by Steve Meydell**

**Various views of the 918**

**The wheels below are just beautiful (the brakes are lime GREEN - go online to check that out)**

- The car uses a V8 power plant mounted amidships.
- It has three (3) electric motors.
- It used a 7-speed PDK transmission.
- It can travel about 15 miles on full electric operation.
- Three liters of gas will take it about 78 miles in economy mode.
- 0 to 62 3.2 seconds.

When do you want to put down your non-refundable \$5,000 deposit?





**Porsche Club Of  
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2011 Holiday Party**

**Saturday  
January 22**

**Planet's Room  
Windows on Minnesota  
IDS Tower - 50th floor  
Minneapolis**

**7:00 p.m. to 11:00 p.m.**

**\$50 per person  
cash bar**

**'Windows on Nord Stern' Winter Party!**

An evening devoted to just having fun, socializing, and introducing your 2011 Club Officers - Join us!

Dinner Entrees\*\* (please select one):

**Roast Breast of Chicken**, Tomato-Basil Sauce

**Pork Lion**, Rosemary and Garlic Infused Pork Loin, Apple Horseradish Sauce

**Penne Pasta**, Panache of Fresh Seasonal Vegetables, Tossed with Penne Pasta, Garlic Basil Cream Sauce

Cost includes parking, tip and gratuity and one Complimentary Champagne Toast for each guest.

\*Salad: Mixed Field Green Salad, Red Wine Vinaigrette

\*Red Roasted Potatoes, Bakery fresh rolls, Coffee, Tea, and/or Decaffeinated Coffee

\*Dessert Table Selections: Key Lime Pie, Tuxedo Cheesecake with Raspberry Coulis, Caramel Apple Tart

A limited number of rooms have been reserved at the Marquette Hotel in Downtown (next to the IDS Tower) at a very special rate of \$103.20 (plus taxes) for the night. Call now to reserve your room, use group code: 60B. Phone number is 612-376-7452. To book your room online follow the directions at: <http://tinyurl.com/24ocyq>.

RSVP with your dinner choice, make checks payable to Nord Stern & mail to:

Carrie John  
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Name: \_\_\_\_\_  
Dinner: Chicken, Pork or Pasta  
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# Book Reviews for Porschephiles

*Autocourse 60 Years of World Championship Grand Prix Motor Racing* by Alan Henry, published by Icon Publishing Ltd, Malvern, Worcestershire, England

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

**A***utocourse 60 Years of World Championship Grand Prix Motor Racing* is a truly awesome book. At 400, 8'1/2x12 pages on high quality image paper, it weighs in at 5 lbs! That's Webster's Unabridged class weight.

Significantly upgraded from *Autocourse 50*, it is truly a new book, representing the complete history of FIA Formula 1 racing and some Grand Prix racing before that. It presents more information about Herr Dr. Prof Ing. Ferdinand Porsche's involvement in the politics behind the Grand Prix racing of Auto Union and Mercedes Benz in the 30s than this reviewer has seen elsewhere.

Most definitely not a tabulation of statistics, this book gives the inside stories behind the events of 60 years of the Formula 1 racing. It will be a nostalgia trip for some and, for others, eyeopening insight into the atmosphere of the Formula 1 circus as it evolved from a sport for gentlemen to a battle between motor-racing titans — from a time when drivers paid teams for a chance to drive to a time when Formula 1 drivers are some of the highest paid athletes in the world.

But even more than a review of the events of 60 years of Formula 1 racing, this book is a gallery of photography by Bernard Cahier, arguably the best motor racing photographer ever (I say that, and I mean that, but I note with genuine surprise that all the pin-ups on my office and garage walls are by Jesse Alexander).

Though certain races at Watkins Glen, Riverside, Long Beach and Indianapolis have qualified as part of the Formula 1 competition, Formula 1 is basically a European form of motor racing. NASCAR / Indy circle track like events have been included from time to time (notably Monza in Italy and Avus in pre-coldwar Berlin), but Europeans have always focused on road courses.

The stories in this book are diverse and detailed; they give the reader a you-are-there sense of how it really was to be involved in Formula 1 racing back in, what I consider, the golden age of motor racing. That was an entirely different era and a different way of life for the competitors, the teams,

and the venues. Therein lies a plethora of stories, most fascinatingly presented in this book. For instance, when the US Grand Prix at Riverside was incorporated into the Formula 1 calendar in 1960, there were no garages at the track. Teams insisted on having garage space, and the solution resulted in some fascinating pictures. Other fascinating pictures involve the cars that clearly showed tire slip angles front and/or rear, the drivers arms, hands and sometimes cockpit gauges, facets

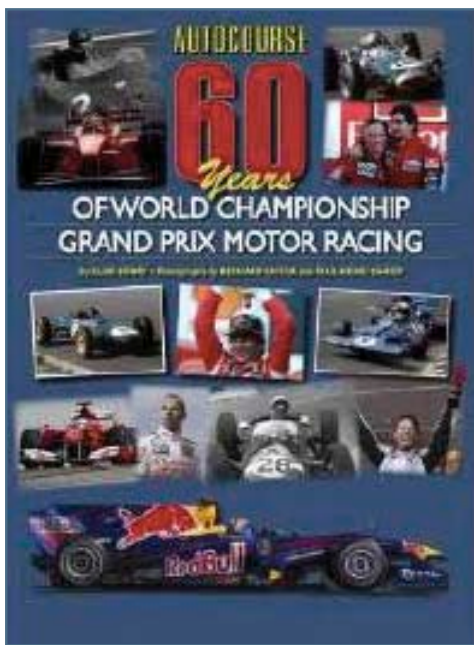
of racing no longer visible to spectators or the racing photographer.

In addition to very readable and insightful narrations of the events of the 60 racing seasons, there are asides dealing with biographies of various drivers and other notables. Additional side-bars deal with other aspects of the sport, including discussions of the behind the scenes politics between teams and organizers, teams and component suppliers, particularly with respect to engine designs and funding. For the data junkies there are tables in the back giving the year by year drivers standings, and their success (and failure), race by race.

Not heavy with Porsche content (but remember Dan Gurney did drive a Porsche to a Formula 1 win in 1962,

and had driven a Porsche to 4th (behind Stirling Moss) in the 1961 world driver's rankings), this book is well worth being on every motor racing enthusiasts coffee table, and is a must for a Formula 1 racing fan. It provides the old timers with a great opportunity to relive the past, while providing the younger generation with an understanding of the past (and the present). If, as some say, Formula 1 racing is a dying breed of motor sport, *Autocourse 60* is a book to grab now. *Autocourse 70* may never come to be.

*Autocourse 60 Years of World Championship Grand Prix Motor Racing*, priced at \$59.95, is available from your favorite bookseller (ask for it), or from Motorbooks at <http://www.motorbooks.com>







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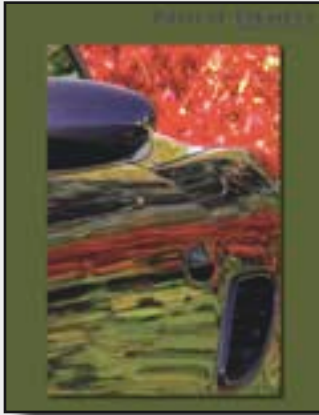
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## 2011 Nord Stern Officers Election Time

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Vice President:	Jim Bahner _____	<input type="checkbox"/>
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Treasurer:	Jeff Bluhm _____	<input type="checkbox"/>
write-in	_____	<input type="checkbox"/>
Board of Directors:	Kim Fritze _____	<input type="checkbox"/>

Mark your ballot and return to: (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party at Windows on Minnesota

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## The Editor Misses an 'Edit!'

*by Ron Faust*

There was a very rare typo in the November issue in the photo credits for the Last Fling.

I got credited for instructing rookie Bob McGuire who was sharing Mark Dekutoski's race car for that weekend. Luckily Bob was coached by the infinitely more qualified and way faster John McCarthy. A quick learner, he drove every minute of track time that weekend and stayed shiny side up throughout.

On the other hand, I was privileged to instruct the young guy who brought a 240Z into which he had bolted a V8 engine! The brake upgrade is scheduled for next year. A good driver already, he taught me about the joys of throttle steer.

— Ron Faust

# One Click, Thousands of Cars!



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



From our incomplete collection of Nord Stern newsletters from the early '80's three issues come from Bob Lunde. Although the newsletter format has changed a little, there is more photography and more faces we know are showing up. We know there are more issues out there; get them out of the attic and loan them to Christie or me and you won't even have to spend time dusting them off and looking through them; I'll find the highlights for you.

**Update:** a very nice collection of some 70s and 80s newsletters and a few early 1990s have come our way. Dropped off at Maplewood Imports by Jim Longfellow, the box has made its way to Editor Christie's home who will get them to Ron for his magic touch. Initial glance seems to indicate there are some early 1980s issues - yahoo! Stay tuned for more historical tidbits as gleaned ever so expertly by Ron.

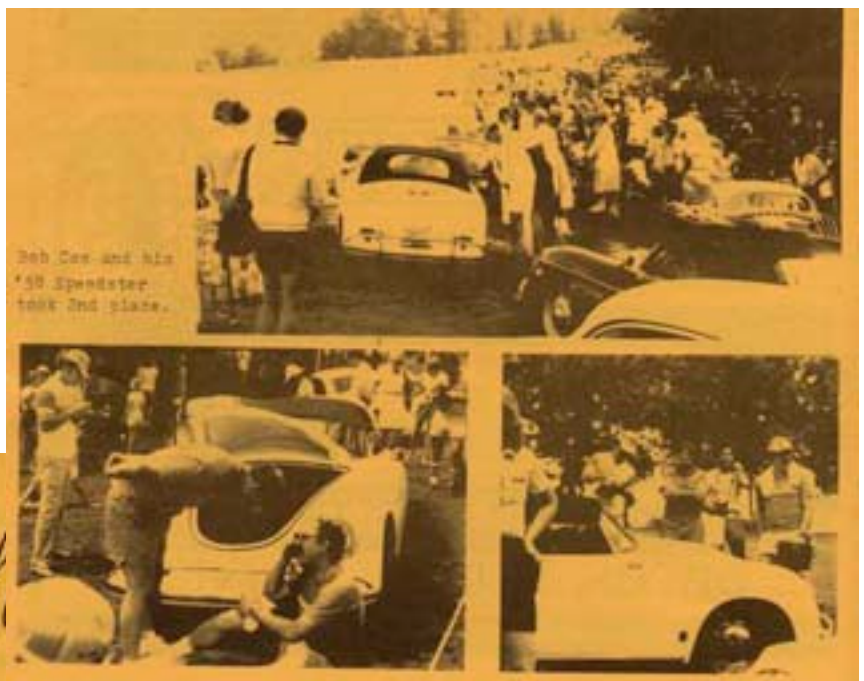
September, 1983



- Lane Hawkinson (above) is President in 1983; Phyllis Godfredson has taken over the newsletter.
- Kim Crumb contributes an article entitled "My First BIR Autocross". He talks about how he was "intimidated" about joining the club because he didn't know any current members and had bought a 928, a model "without a lot

of history behind it yet". Luckily he overcame all those problems to become the 928 guru. He describes the Last Fling like any other rookie, but the next article said his lap time for the 1983 Last Fling was only 0.523 behind the Bill Keillor who was first in his class.

- Bob Cox took his '58 Speedster to the Parade in the Ozarks and took 2nd place. - see pics below:



- Rick Moe gives a one page Tech Tips article on valve train noise and valve guides. Increased heat in the thermal reactor and catalytic converter cars was making the brass alloy exhaust valves wear early and require replacement as early as 20,000 miles! I was lucky my '77 S hadn't blown up by then; had I read the article at that time, the thought of an upper end engine rebuild would have caused severe depression.
- The Market Place has three investment vehicles that should have made every Nord Stern member dump his/her stockbroker and get out of the market. Bob Cox offers a 1961 rust-free Roadster for \$11,900, a 1957 Speedster for \$15,000, and a 1963 restored Cabriolet for \$12,600. He's also got some used 356 B/C bumpers for \$25 and



# Scanning the Past!

by Ron Faust

new ones for \$150. A freshly rebuilt '69 911S engine can be had for only \$3,900.

- Getting more technical, Bob Johnson has 901 type 3rd gears M, N, P, Q, S, T, U, V, Z, ZA, and ZD. Karousel Racing offers a 911 whale tail for \$337.40 and a duck



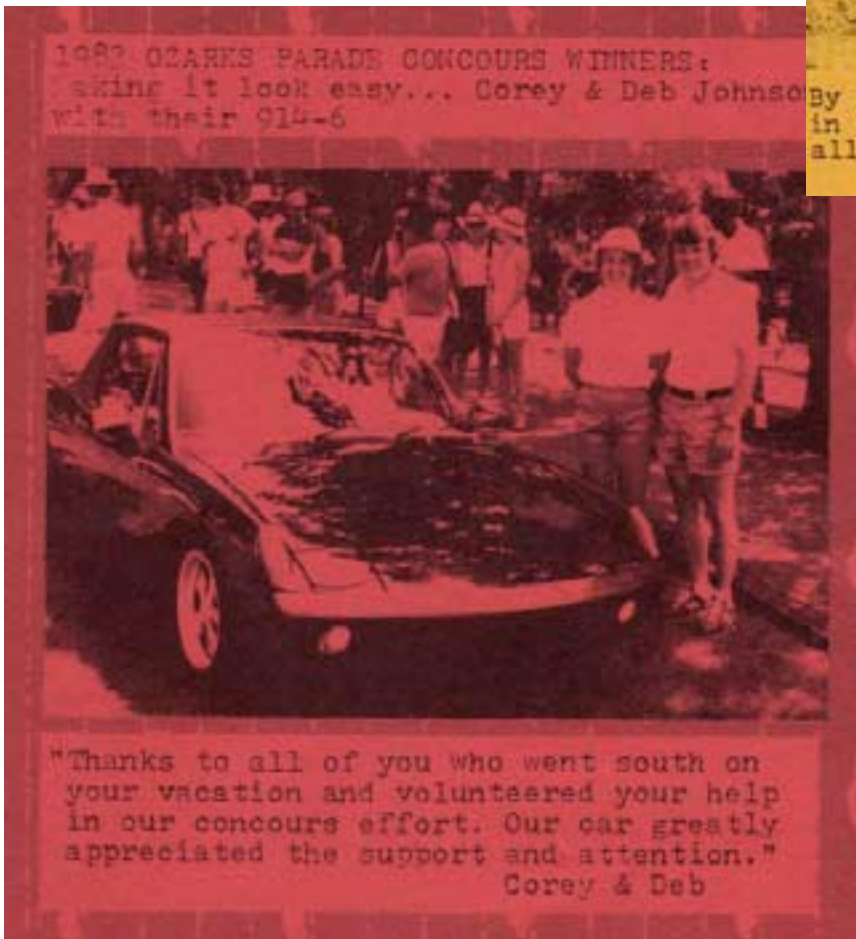
By the sea, by the sea,  
in our beautiful C. Our trip was great,  
all 7110 miles of it!  
Phyllis & Hank Godfredson

All three scans on this page are from the September 1983 newsletter:

Above, long time members Hank and Phyllis Godfredson (now residing in Colorado Springs, CO) enjoy a serious road trip.

Left: Two very ageless members, Deb and Corey Johnson show their 914-6 at the Ozarks 1983 Parade. They don't look much different from the photos of them at the 2008 Keystone Parade where their pristine 356 garnered top honors.

Below: 1983 'Invitational' results



"Thanks to all of you who went south on your vacation and volunteered your help in our concours effort. Our car greatly appreciated the support and attention."  
Corey & Deb

tail for \$187.35. (editor's note: what is with the odd pricing?!)

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# Scanning the Past!

by Ron Faust

## BRAINERD INTERNATIONAL RACEWAY



"And then the sea began to part..." Bruce & Hank providing some last minute driver instruction.



Bruce Erickson in his beautiful 911S negotiating the funnel at turn one...

Gotta love these newsletter scans . . . both for the timelessness of Nord Stern track venturing . . . for the youthful looks of many members still active today . . . to the reminder of just how big our glasses, and hair, were back in the early 80s! Note the phone booth to the left is in the exact same place today. Especially love the pic below! And above, yikes, a FUNNEL at turn one!



The driver's meeting...would you buy a porsche from anyone in this photo?



# When 1952 is 'Older' than 1950

*reprinted from Dei Porsche Plauderei, 11/2010*

Porsche AG has completed its search for the oldest Porsches in the US as part of its commemoration of 60 years of Porsche sales in the US. Interestingly, the search turned up a pleasant problem for Porsche's PR people, and the oldest Porsche sold in America turned out not to be the oldest Porsche in America . . . confused? Well, so were the Porsche brass for a while.

The whole idea of the search was to find the oldest Porsche of each model sold by Porsche to a US resident. That honor went to a 356 cabriolet now owned by Robert Wilson of Oklahoma City, OK. But the search also uncovered one of the oldest 356 cabriolets ever built: a 1950 model from the first batch of 356's assembled in Stuttgart, just months after Ferry Porsche moved the company to Stuttgart from its WWII refuge in Gmund, Austria. The 1950 356 cab found in Annapolis, Maryland was originally sold to a German citizen and was later brought to the US. Wilson's 1952 356 cab was actually the 'oldest' Porsche SOLD in the US, so the title and

honor goes to the Oklahoma 356. Wilson's 356, originally imported to the US by Max Hoffman in November of 1952 was later found in a salvage yard and fully restored by Wilson.

But now that Porsche has found the original 1950 356 here in the US, it will be used in the Porsche Auto Show displays in November in Los Angeles.

Other 'oldest' Porsches found in the US are:

- 911 - 1965 911, Clarksville, Maryland
- 912 - 1965 912, Wilton, Connecticut
- 914 - 1970 914, Marco Is, FL
- 924 - 1977 924, New Haven, Indiana
- 928 - 1977 928, Richmond, VA
- 944 - 1983 944, Covington, WA
- 968 - 1992, Connecticut
- Boxster - 1997, Worcester, MA
- Cayenne - 2004, Magnolia, TX
- Carrera GT - 2005, Durham, NC
- Cayman - 2006, Martinez, CA

Each of these 'oldest' Porsches models will be awarded a special car badge issued by the Porsche Museum in Stuttgart.

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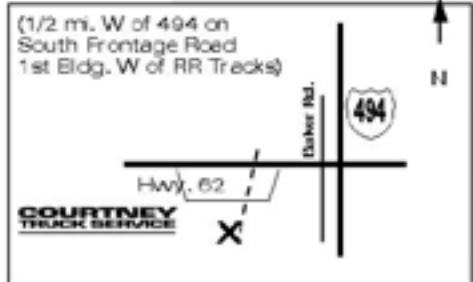
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# Tech Notes from Tony Callas & Tom Prine: Long Term Storage Set-Up

*(courtesy of Callas Rennsport) Procedure*

There may be times when it becomes necessary to place your Porsche into long term storage. Long term storage should be considered a time period of one year or longer. Placing your car into long term storage is far more preferable than to simply stop driving the car and do nothing, or to just start the engine periodically and let it idle for ten to twenty minutes. Operating the engine or car for a short time or short drive will promote condensation build up (water) in the engine, gearbox and exhaust system, and can lead to problems.

1) Check over the car complete with careful consideration towards the impending storage. This should include fuel, coolant or oil leaks.

2) Perform a complete detail including interior conditioning plus clean and wax all exterior paint and metal surfaces.

3) Flush and bleed the complete brake and clutch (if applicable) system.

4) Perform an engine oil and filter change (It is beneficial to the engine to drain the used oil that is contaminated with dirt, combustion by-products and moisture being held in suspension because these are known to turn acidic when in the presence of metal alloys).

5) Flush the Gearbox oil (same reason as engine oil above).

6) Drain and Flush the antifreezecoolant (renew coolant).

We always recommend factory brand coolant (Also the same reason as engine oil in #4).

7) Top off all fluids.

8) Lubricate all door locks with a "PTFE" spray lubricant and treat the weather stripping with 3M silicone paste.

9) Fill fuel tank and add fuel stabilizer using POR15 or Stabil products.

10) Remove the battery or batteries, inspect and determine whether to discard or keep. If you decide to keep the existing battery, store it away from the vehicle. If stored on the floor, insulate it from touching the concrete by placing on a piece of wood or wool mat. This is due to potential corrosion issues. Connect the battery to a battery trickle charger that

will automatically cycle on and off to maintain the battery's charge. Additionally, prior to battery disconnection, if you have a 1989 964 model or newer Porsche, your technician should check to insure that no computer faults are present that could be problematic when the battery is reconnected later. On 2007 or later Porsche models, it is imperative to follow standard CAN System equipped automobile procedures regarding putting the car "to sleep" prior to battery disconnection.

11) Inflate the tires 812 lbs over the noted maximum inflation pressures.

12) Spray a heavy lubricant like LPS 3 Rust Inhibitor on the strut shafts, shock shafts and any other exposed bare metal parts. The lubricant should not come in contact with the brake rotors or brake pads.

13) Close the windows and place a few desiccant bags inside the vehicle to absorb moisture. Do not set these items directly on leather or cloth surfaces.

14) Cover the car with a high quality cotton cover (we prefer the "Tan Flannel" cover made with material from the Cover



Craft Corporation).

The key is to store your vehicle in an enclosed dry environment. This can best be achieved in a climate (temperature and humidity) controlled garage. It is also beneficial to eliminate (or at least reduce) the amount of light exposure to your vehicle while it is in long term storage.

Proper planning and preparation for the down time can help avert potential problems and significant costs when the time comes for your Porsche to be returned to normal service.

# 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 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.*

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## 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

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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

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## 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. Autothority 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)



# How I 'Won' the Battle of St. Charles

by Sean Reilly

My Porsche experience began many years ago as most of ours began, with a dream. For my 14<sup>th</sup> birthday I was given a book about the 911 written by Michael Cotton, and each subsequent birthday I always would wish for a 911 when blowing out the candles on my birthday cake.

As I was approaching my 40<sup>th</sup> birthday four years ago (with some family influence as my father owns a 1965 356C and brother a 1986 944 turbo), I finally decided to make the 26 year dream a reality. My first choice would have been a 70-73 911S but by the mid 2000's those cars were way out of my price range; so I settled on the best and most affordable classic 911, the 911SC. My brother told me about the perfect car after picking up an issue of Auto Trader at a store. After talking to the owner and negotiating a price for the car over the phone, I sent a perfect stranger a check for a \$1000 deposit and booked airfare to Wisconsin. Porsches are the closest thing to drug addiction that I have ever experienced in my life. Needless to say the car was exactly what I was looking for. Sunroof, unique color, optional Fuch wheels, chrome trim, Nevada car, and because of the high mileage (150,000) the price was right. Thus began my 911 odyssey of the last four years.

Numerous upgrades, many social gatherings, a DE event, moving from the Green Mountain Region to North Country Region and most importantly pure driving pleasure brought out in me a desire to attend a National event. When I found out that this year's Parade was going to be hosted in the Chicago area I said to myself "I can do this and do it cost effectively." After discussing the event with the family, I gleefully signed up for Parade 2010 on the first day of registration. One aspect that made Chicago appealing was that my wife's family lived about an hour away in Highland Park and I could stay with family to keep costs down.

The next order of business was the trailer. I briefly thought about driving the car, but my father offered up his five year old aluminum Featherlite Trailer. After the challenge of picking it up, transferring the title and registering it, my ownership was complete. I next moved to the tow vehicle . . . my wife's family hauler, a 2004 Honda Pilot with 145,000 miles on it. After multiple trips to U-Haul and a complete lack of confidence in their work, the brake booster

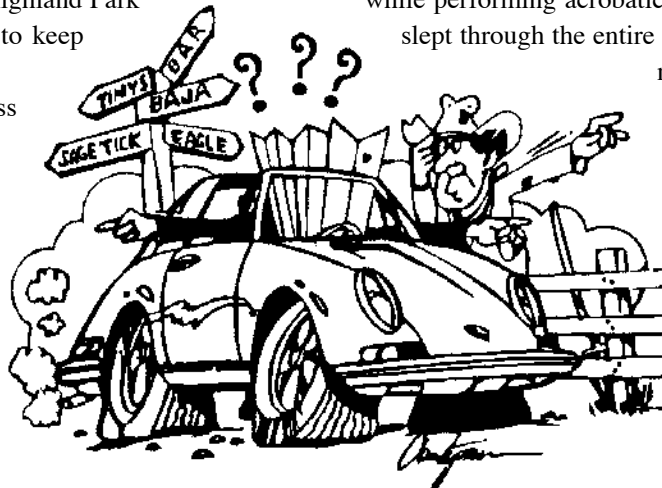
and proper wiring harness were finally installed. I was ready to roll, except for the fact that I had never loaded a car on a flat bed trailer. Instead of asking my wife to help (which I was confident would have negative repercussions), I made the smart decision; I called my fellow car nut friend Ed Clark for assistance with getting the car on the trailer. I am glad I made that call! The first problem was the approach angle. We need wooden 2x8's to extend the ramps and not damage the front apron of the car. Once on the trailer we began to ponder how to secure the car to the trailer. Suspension points and body hooks seemed much too weak; we were not feeling good about the 3000 mile round trip. Ed called his dad from my driveway and his father asked if the wheels had big enough openings to put the straps through. Being Fuch's, yes; problem solved! Trailer straps secured the car through the wheels, and I was off to St. Charles and Parade 2010.

Not wanting to make the trip alone, I coaxed my 11 year old son Aidan to make the trip with me. I told him it would be an adventure, and it was! Our plan was drive straight through to Chicago, non-stop, the motivating factor was that we had plans to see the hapless Cubs play a day game at hallowed Wrigley Field the next day. The trip that I thought was going to take 16 hours turned into an almost 20 hour white knuckle experience. Fifty-five miles per hour for half the trip (until I determined that this was way too slow for Ohio and Indiana) and \$60 in tolls made me feel like I was paying for the American Highway Recovery Act by myself. An even bigger challenge was downtown Chicago at 11pm on the first night of a holiday weekend. Besides the cars moving at 80-90 mile per hour through the city, the worst part was the superbike motorcycle gangs buzzing by at triple digit speeds while performing acrobatic tricks. My 11 year old co-pilot

slept through the entire experience. Needless to say, my nerves were fried upon midnight arrival at my mother-in-law's house.

Friday was a much needed respite from the trip. My brother-in-law, Brian, and his son were gracious hosts as we negotiated the train to and from Wrigleyville. Public transportation was awesome after that harrowing drive! The weather, the crowd, and

the atmosphere were incredible; too bad the Cubs pitching imploded in the 8<sup>th</sup> inning to surrender 8 runs. Game over, Cubs lose.





Saturday was check-in and Welcome Party night. My mother-in-law helped me get the car off the trailer (I think she promptly went inside and made herself a gin and tonic after that experience). Needing to wash the car, I coaxed my heir into passing a garden hose over the fence and down to the lower garage level, where I quickly washed the car before anyone noticed that it was blocking the entrance to the parking garage. My plan was to swing the car around front for the final detailing before cleaning myself up and heading off to the hotel. As I was waxing the last quarter of the car near the passenger mirror, I bumped it and it fell off in my hand. There it was, dangling from the car by the electric motor wires. I wanted to cry, but the 20 hour drive motivated me to try and fix the mirror to complete the odyssey of St. Charles. Lacking a proper set of allen wrenches, somehow after a hour of frustration I used a Jedi mind trick to will the mirror back into place on the car. I hoped it would hold for the trip to St. Charles and back; and it did!

I was pressed for time because check-in was closing for the day, and of course the trip took 30 minutes longer than expected. No superhighway to whisk me there, only two lane roads with what seemed like 100 traffic lights and multiple toll booths in 95 degree heat. Needless to say I was watching the oil temp gauge on the '78 911SC more the speedometer. Was the upgraded 28 tube brass oil cooler going to pass the mustard? Fortunately, the temp never got past the  $\frac{3}{4}$  mark, but that is still too hot for a car that was used to being driven in the mountains of Vermont. Air conditioning, who needs it! I arrived with only 20 minutes to spare and in need of another shower . . . The volunteers at each event station were extremely helpful despite it being so late in the day, and after the last two days finally collecting my goody bag it felt more like a trophy won than just a collection of cool stuff. I went to the parking lot to chill out and wait for my mother-in-law to arrive with my son and nephew, and that is when I saw it...

While standing in the parking lot talking to other another Porsche owner; we both stopped and stared at the incredible vision driving by us, a 2005 Carrera GT. Lo and behold the owner decided to park his car next to mine! Quite a contrast in ownership costs, \$11,000 versus \$500,000. The owner was incredibly nice, fielding questions from a half a dozen Porsche owners drooling over the car. He even let me sit in the car while a fellow Parade attendee snapped a picture. A photo for the background of my computer! I called my mother-in-law to check on her progress, she was running an hour late. More time to check out the cars in the parking lot,



cool! She finally arrived and was in terrible shape, it seemed my son had broken the rear window on her 3 series BMW. He in fact had not; it seems the motor had failed, leaving the window down until she would be able to take the car to the dealership on Monday.

It was a long day. We regrouped and boarded the bus to the Welcome Party. The highlights for me were seeing other fellow North Country members and having my mother-in-law meet some great people, including some that knew her son in law. For my 11 year old the highlight was the new 2011 Cayenne S. "Dad, this should be our next family vehicle." No concept of the sticker price...

Sunday (the 4<sup>th</sup> of July) found me spending the morning at the Concours with my son, while my mother-in-law extracted my wife and daughter from the airport. The afternoon was highlighted by friends and a family barbeque, and me falling asleep and missing the fireworks for the first time in recent memory. The next day was the driving tour that I had planned for my wife and myself as a break from the family. The tour and lunch were great! It was awesome to see over 100 Porsches in the parking lot for lunch, but the best thing was the people. We struck up conversations with people from all over the country, the common bond of course being the car. Just before lunch we met a couple from Iowa and during lunch we found out that he had just retired after 40 years of being a dentist, and the first thing he wanted to do for his retirement was attend Parade 2010.

This brings me to Tuesday and my reason for being asked to write this article, the Gimmick Rally. Being a lover of trivia and history, I was excited to sign up for the event but chose my co-pilot carefully. Not my wife of 20 years but my brother-in-law, who had lived in the Chicago area his entire life. Checking in so late on Saturday provided me with the absolute latest possible starting time, which was,

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## Battle of St. Charles . . .

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as it turned out, not at all a benefit for this Gimmick Rally. With the temperature hovering around 95 degrees we set off on our journey through Illinois farm country, with directions and questions resting in the hand of my brother-in-law. The well conceived route took us through St. Charles and then in to the heart of corn country along the Lincoln Highway to Decatur, home of Northern Illinois University and along the first paved highway (built in 1913). The history and change of scenery were a welcome sight to a person who has lived all of his life in New England. We were able to answer a good deal of the questions along the route, while stopping and making numerous illegal turns to try and find the clues we had missed. It took two and a half hours to reach the halfway point of the rally. Upon turning around we realized we only had an hour and half in which to answer the second half of questions, and make it back to the hotel to submit our answer sheet. I know; not good time management. I do not know if it was confidence or the sense of urgency, but we seemed to be able to answer more questions in half the time! The trip back to the Parade site was a scene straight out of Cannonball Run; there were about 20 Porsches rushing to get back while trying not be spotted by local law enforcement. We made it back to the scorer's table in just the nick of time; feeling good about our first ever Gimmick Rally as we were able to successfully answer most of the questions, not get arrested nor have an accident. We had another family cookout that night, so unfortunately we had to leave before the results were announced.

As we slugged through traffic on the trip back, I could imagine what it felt like to be on a U boat in WW2. Here were two guys, each over 200 lbs, crammed into the car, sitting in stop and go traffic in the humidity and 95 degree heat, smelling ripe after an exhausting mental and mechanical challenge. The only thing missing were empty tins of sardine cans littering the floor of my car. My brother-in-law asked

quite seriously at the end of the day "What makes these cars so special?" I was hard pressed to answer that question given the temperature and the traffic . . . My only saving grace was to exit a highway ramp at 80 miles per hour and perfectly bring the tail around as I had been taught at a DE the year before. After a mandatory stop for liquor and steaks we arrived at the cookout. That night I enjoyed the food and drink, and left the 78SC in my brother-in-law's garage to rest.

The trip home from the Parade was uneventful, especially compared to the trip out. I made the decision to break the trip into two days, stopping in Cleveland. While in a restaurant that night, this decision was highlighted by LeBron James announcing his choice to leave Cleveland and play basketball for Miami. Upon arriving home, I received an email announcing that we had won the Gimmick Rally! I could not believe it! I immediately forwarded the message to my brother-in-law and told my son, who also could not believe that I had actually won something at a national event. The irony of this "win" was that a couple of days later I received another email. This one stated that in fact I had not won the event but finished in 10<sup>th</sup> place-- a dagger through the heart! I was the highest placed finisher from the North County Region though (what the original email so poorly tried to convey), still quite a respectable showing considering it to be my first rally and there were 100+ participants in the event.

Reflecting back on my first Parade, I would like to impart a few words of wisdom for people considering attending in the future. First, if you can, stay at the host hotel or at least close enough so the drive to and from the Parade site is not a challenge all by itself. Second, do not try and drive 20 hours straight by yourself while towing your pride and joy, with a vehicle that is pushing the limit of its rated towing capacity.

The 911SC is back resting quietly in the garage in Vermont, waiting to have the Parade 2010 badge applied to its bonnet. I view the badge as a badge of courage. A medal earned in hard fought battle, pitting a 32 year old air-cooled 911SC against the mean streets of Chicago. The winner? You decide!



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