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Concours

YOUR NAME HERE - Volunteer Needed!

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952.476.7445

Drives

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Fall Color

John & Suzanne Dixon
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German Car Fest

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Rick LaVerdiere
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913.780.6979 Home
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Additional addresses available upon request for chairperson/s or Board members.

Call Christie Boeder 612 845-4509 (note: old phone number no longer active), or e-mail request.

Happy new year to all of you. With every new year, we have some changes in our club regarding volunteers. I would like to thank **Kim Fritze** for the wonderful job she did this past year keeping all the various parts of our organization running in tune with each other. I am sure she will be a great addition to our Board of Directors along with **Pam Viau** and **Bob Barker**. Please join me in thanking **Cal Townsend** for all he has done during the last three years he served on the board.

I am excited to have **Jim Bahner** take on the duties of vice president. Jim has been active in the club in several areas including Safety Chair, Advertising Chair, and DE event master for many events. **Michael John** will be the new club secretary, replacing **Dale Trippler**, who is stepping down after three years in that role. Thanks Dale!

Keith Jones has agree to staying on as our Charity Fundraising chair. He recently submitted the final numbers for our 2010 fundraising for Courage Center. Even with the economic challenges of the last few years, we increased our donations to a whopping \$26,506 dollars for 2010. I am quite proud to be part of an organization our size that continually gives so much to a worthy cause, and has such fun events at which to do so.

While most of us have our Porsches stored away in our garages for the winter months (editors' note: as many readers know, not true in our household as Bruce continues to drive his C4 to and from work as well as out and about in our fair city as it has great traction, handles well in the corners, good tires, good heat, and excellent windshield wipers: no reason to suffer through our winter season with no driving joy!), there

is plenty of planning for the 2011 activities. Our next event is the Windows on Nord Stern Holiday Party on January 22 at the Planets Room, Windows on Minnesota IDS Tower - 50th Floor. This year's event will include a small break from tradition. Rather than have a guest speaker, we will have a great dinner, a small program, and LOTS of social time. If your significant other is not as enthused about Porches and/or racing as you are, this will be the perfect event to bring them to. I would also encourage those of you whom have not been to many events to join in and get aquatinted with other members.

Speaking of changes, I have also changed my tradition of the New Year's resolution. Each New Year's Day, I now plan out my Nord Stern/PCA events for the following year. Most of the Nord Stern events have dates planned and are on the webiste and in the *Nord Stern* calendar; so I can sit down, work out my schedule with family and work, make hotel reservations, and choose which races I would like to attend. I typically try to do at least three club races each year and have a goal of racing at one new track that I have not previously raced on. I also like to set personal goals for myself. Sometimes these are a specific lap time at BIR and others it is just to get my cars washed more often. Whatever they are, it always gets me excited to be thinking about the upcoming year with my favorite hobby.

I hope your holidays were filled with joy and I look forward to seeing you at several 2011 Nord Stern events!

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2010 Advertising Rates			
Ad frequency	X1-5	x6-11	x12
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1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
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Welkommen



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

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).

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.

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 for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

Parade Laps: Held during lunch at Driver Training this controlled environment with a pace car provides street cars on the track at highway speeds so is like. Minors are permitted in signed parental release. **Time** controlled starts and exiting.

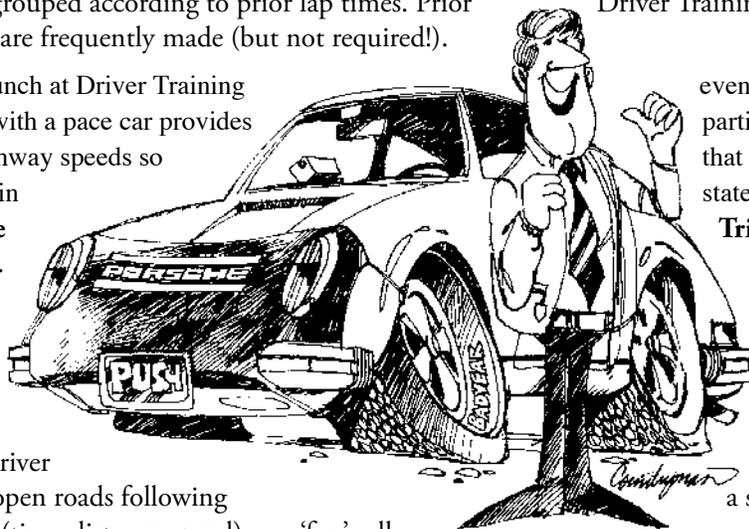
PCA Club Racing: Wheel-drivers who hold PCA club race class for every model to your vehicle required.

Rally: An event wherein a driver predetermined route along open roads following 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!

Taste of the Track: For those who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own Porsche. You will be a passenger with an approved instructor for one run group session at track speed.

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



events at closed-course racetracks, participants an opportunity to take that they can see what the course state approved restraints and with a **Trials:** On course timed lap with

to-wheel competition between racing licenses. There is a Porsche. Safety modifications

and co-driver complete a specific set of navigational

From the Editor

By Christie Boeder

Happy Holidays from the Boeder household to all of those in Nord Stern! It's been quite the winter so far and we have to confess we are enjoying the snow despite the inconvenience at times of shoveling and snowblowing and very slow driving. The flip side is the absolutely beautiful views we have right out our own back and front yards! The snowpiles and snow drifts are quite impressive for this early in the season. They cover the deck, the deck railings, our bird bath and various holiday-related decorations so pleasantly. I have always loved the look of evergreens weighted ever so slightly (or not so slightly!) with tufts and fluffs of mounded snow. We just certainly hope this does not mean a longer winter than whatever is 'normal' these days. After all, First Fling is NOT meant to be run with studded snowtires. I'd rather not experience the blizzard of a couple years ago which cancelled that event and meant our driving days didn't get to start 'on time!' That is never fun, bad enough we live in winter wonderland and have a more limited driving season than many of our fellow PCA regions.

Of course Bruce does drive the C4 every day and he has been thoroughly enjoying zipping up the hills that defeat

many a vehicle and dodging those cars that insist on gunning their engines, spinning their wheels into ruts that aren't going to release them any time soon. Talk about a season that separates the 'drivers' from drivers. I am sure most of you know exactly what I mean by that phrase. It's right on up there with the 'let's brake, lift, and turn' folks who then wonder why they are in the ditch. Driver Education as taught by our fine Nord Stern instructors certainly could teach many a Minnesotan more than a thing or two.

We hope that many members are making their reservations for the annual upcoming Holiday get-together in downtown Minneapolis. Having worked in college at the top of the IDS I can attest to what a spectacular location Windows on Minneapolis is and encourage you all to come out for an evening of socializing; we are very good at that in Nord Stern! After all, it's about the people and a theme that I find pops up many a time (see the 'letters to the Editor' for an classic example!). Do join us, whether you are a long-time member, a newer member, an active member or perhaps a 'not so active' member this is a perfect opportunity to meet and greet! See you there.

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Letters to the Editor . . .

Nord Stern December 2010 issue

Greetings, I just got my December Nord Stern. Good article "Tech Notes long term storage" on page 30. Item #11 regarding tire pressure, has me concerned. Please be careful if you pump them up to that level. Can I borrow your tire gauge? I believe it is a little typo. Smile, it's almost Christmas.

Chet

Probably a hyphen got missed. 8 to 12 psi over the max pressure on the sidewall would be possible if the car were driven hard in hot weather. That pressure should be sufficient to prevent the tire from flat spotting while sitting over the winter. Many years ago, Maplewood Service department recommended 56 psi for my car and it has always been a smooth ride from the first day back on the road.

Roy Henneberger

It's The People!

This is a great club and I know it has been said before, but I wanted to thank the people that help put together a 996 based race car in record time. The car is ready to race and leaving for the West Coast this weekend to get prepped for the SCCA World Challenge 2011 season. Many thanks to Lon Tusler and the "Rennen House Gang" for all their help in tearing it down and bolting the "Some Assembly Required" parts that came with the car. Also, many thanks to A&T Automotive for a great paint job and Courtney Truck Service for help in some of the mechanicals. Thank you all for the support and wishes for success. Have a great holiday season and see you at the track!

Scott Kuhne

It IS a great club of great people. Though I know only a very few of you personally, virtually everyone in the club I've had contact with over the years has been helpful and courteous, and many have gone way beyond the "call of duty". Chris Johnson

Lug Nuts: Musings and Mastications

I've been reading some of the forums and some say that Porsche says not to use anti-seize on lug nuts and some say that Porsche says it should be used.

Does anyone have a Porsche manual that says one way or the other? I'm referring to a 944 in case there is a difference between older and newer cars.

loyd Vasilakes

L
This is an interesting topic. At some point over the past 10 years, wheel bolt lubrication has been on every motorist forum I have been active on. Not exactly your question, but dry/oil/'grease'/metal particle anti-seize are on a continuum. I have been using motor oil on my wheel bolts since the 1960s. None ever loosen themselves, and the only resistant surface is between the nut's shoulder and the rim, which tends to less well lubed. Nothing of mine has bonded itself since I abandoned dry lug nuts 42 years ago, after I tore off a couple of threads, on a wheel stud on the front brake drum of a 356B. I published (internally) some research I did on nylock and stainless hardware (electric utility applications) in my materials lab 5 years ago, but little of it applies to wheel hardware. If you use dry threads, and use the hardware often, you will grind off a fair amount of metal.

Continued on page 32

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A Few Random Pics from December '82

Courtesy Ron Faust

Right, Long time member Hank Godfredson who was one of Nord Stern's Charter Member now residing in Colorado Springs. His glee and grin are the same today as then!

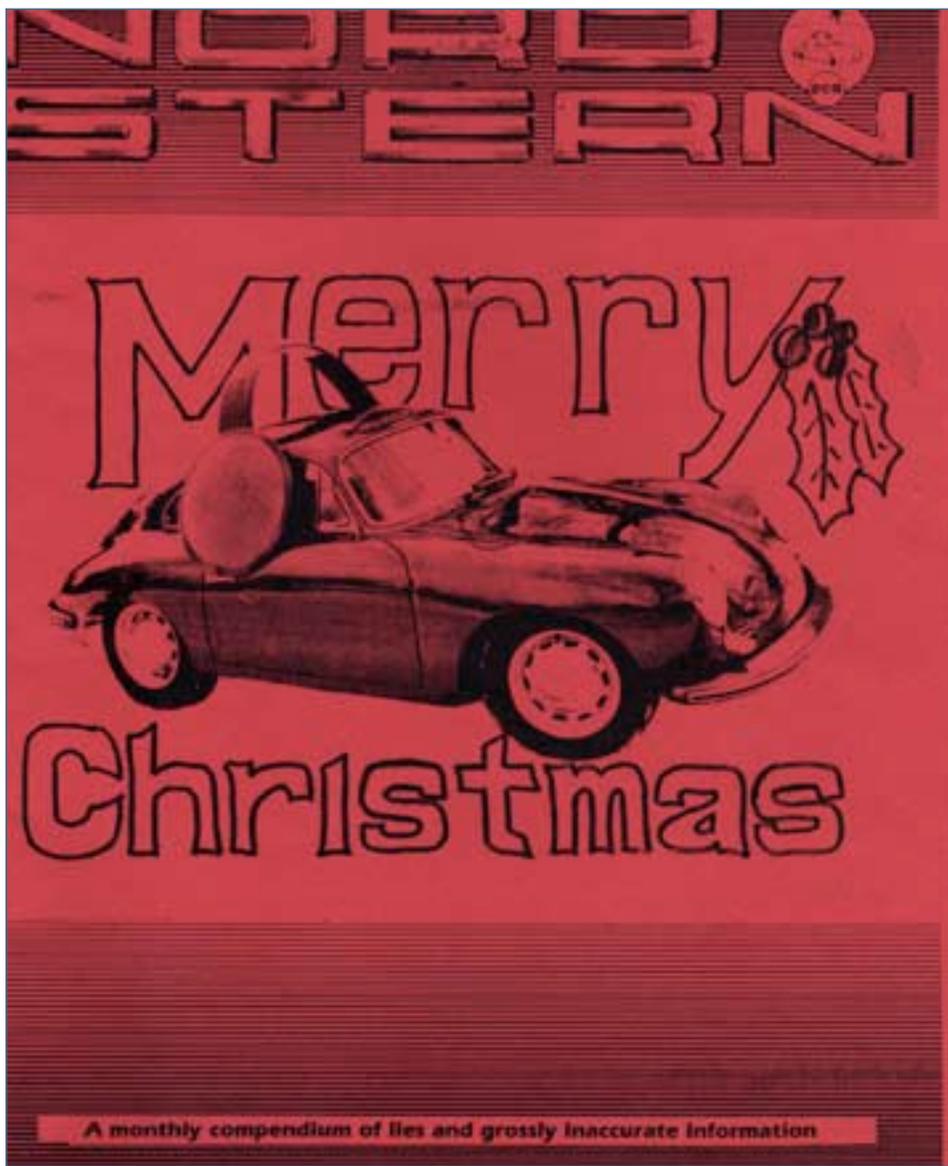


Charter Member, Hank Godfredson.

Corey Johnson was president in 1982. (and by the way, they didn't print the date on the cover or anywhere else; it was only on the postage stamp cancellation, often not that legible.)

Editor Dennis Guentzel was about to hand the duties over to the lovely new editor, Nord Stern's newest newlywed, Phyllis Hanks Godfredson (left). Below, a shot looking back through turn 7 to turn 6 in what might be considered nowadays an illegal/dangerous spot! Yikes.





Left, the December cover with appropriate artwork - note the resemblance to the Nord Stern logo. I suspect this might have something to do with Hank and Phyllis as they designed the Nord Stern logo with those really cute earmuffs (much in demand here in Minnesota!).

Nord Sterners Out and About . . .

I am really happy to have a non-track, non-Nord Stern scheduled event, non-Porsche car photo to feature this month! In the photo to the right are Dave Weisel, Ken Benson and Ron Smith taken when Dave and Ron recently visited Ken. Ken was Nord Stern Treasurer for a long time, great to work with and also very active member Jim Benson's dad! Dave and Ron reported they had a very nice visit - Ken along with lovely wife Pat were at BIR this summer during the club race, along with Jim's whole family. Ken and Pat also have a daughter, Polly, whose passion runs to the 4-legged kind - as in horses! I happen to know that as our daughter took riding lessons from Polly for several years. It's a small world!

I'd like to also report Photographer Phil Kittock got back to me with the info and settings for the photos he recently submitted that appeared in the newsletter (this is for all our shutterbugs out there!). Canon Powershot S5 IS, Fstop f/7.1, Exposure 1/160, ISO 80.



2010 Nord Stern Event Calendar

January

- 14 Nord Stern Business Meeting**
 Location: Ramada Mall of America Airport
 Questions? Prez Kim Fritze
 6:30 Social, 7:00 Business Meeting
- 22 'Windows on Nord Stern'**
 Nord Stern Annual Holiday Party
 see page x for details!

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

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Nord Stern Business Meeting Minutes

... December 14, 2010

President Kim Fritze called the meeting to order at 7:25 PM. Kim delayed calling the meeting to order due to officers coming in late because of very slow traffic and bad road conditions.

Concours: A CHAIR IS NEEDED! Roseville is asking whether we are planning to have our car show again next year. It was decided we should and again limit it to just a car show unless we can find someone to chair the event who wants to include a Concours.

Driver's Training: Michele for Ron Johnson. There was extensive discussion regarding having a women's only DT on Friday during Fast Fling in June next year using the short track. The club will advertise a DT focused on women, but we will not rule out allowing men to join if some express interest. In the event we have both women and men doing DT, we will try to have separate women's and men's run groups. Advance Lapping would also be offered on Friday. It has not been decided if we would be using only the short track all day for the whole Fast Fling event.

Insurance: Michele Johnson. Nothing major, but we need wrist bands. Michele will contact some advertisers about sponsoring them again this year. If not, will order some.

Membership: Ed Vazquez. There are 695 PCA members in our region of which 478 are also Nord Stern members. Ed is planning on having two new member meetings to coincide with tech sessions. One meeting would be on a Thursday night on the West Side of the Metro in late March and a second meeting on a Saturday on the East Side in early April.

Rally: Scott Welz/Dale Trippler. The event is likely to be focused in the Northwest part of the Metro. We might try to get the starting point at one of our advertisers. We will try to find a date in August that will not conflict with any other club events or races, like the ALMS races at Road America. We will be looking at using club registration to pay the entry fee next year.

Social: Carrie John. The year-end holiday party is scheduled for Saturday, January 22, 2011. Carrie has 22 members signed up so far. The party will be held at the Windows on Minnesota Restaurant in the IDS Tower on the 50th floor. The total cost, which includes dinner, tax, gratuity and parking in the IDS below ground 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.

Swap Meet: After some discussion, it was decided to have the swap meet in 2012, but not in 2011. We will explore the possibility of having a swap area at the club race to sell stuff with some of the proceeds going to Courage Center.

Webmaster: Bret Bailey. Bret will continue to work as the Webmaster while President unless someone else would like to take this task over.

Adjourned at 9:02 PM.
Respectively Submitted by
Dale Trippler, Secretary

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Just a Little Drive Time!

by BJ and Jeff Boehm

What do you get on a sunny but cool Sunday morning in mid-October when all the leaves are gone and a group of car enthusiasts get together?

Bark & Beer 5 of course!

Our group met in NE Rochester at Century High School at 10:00 AM and what a group it turned out to be! We started with 19 cars, 15 Porsches plus a Mustang GT, a Corvette, a BMW Z4 and an Aston Martin. Most were from Minnesota but we had a couple from Wisconsin and a couple more from South Dakota. Add to this great group of people and cars a little over 100 miles of twisty MN backroads and a few local SE MN stops.

We headed east and wound our way through scenic Whitewater State Park about 2 weeks too late for the fall color. Which seems to be our M/O so hence the name Bark & Beer. Then we were off to places like Elba, where we were met by another Porsche, Plainview and Conception before stopping at Lark Toys (www.larktoys.com) near Kellogg where

you could take in a carousel ride if you wanted. From there we headed toward Wabasha and then to or through such exciting communities as Dumfries, Theilman and West Albany before heading to Millville and then through Potsdam on our way to lunch at Fisherman's Inn (www.fishermaninn.com) on Lake Zumbro by Oronoco, MN. Our original route had to be changed because of road wash outs so we missed a bunch of great scenery and curves between Millville and Hammond running along the Zumbro River. All in all a great day! Sunshine, Great Cars, Good Food and of course Great People.

Hope to see you next year!
Happy Holidays,
Jeff & BJ Boehm



Editor's note: While not an official Nord Stern organized event, this sounds as if it was a lot fun and a chance to get in a drive before that snow starts flying! I see several familiar faces in the pictures below and right! Thanks Jeff for the follow up.

All photos above, left and to the right courtesy Jeff Boehm. Included is a map of the route taken.



'Stud Farm . . . Horse Power??!'

by Steve Meydell

There is a building not far from what was once a Duke of Swabia's stud farm that today has over 27,000 HP in it. No, it is not some large power generator or steam boiler, it is the Porsche Museum in Zuffenhausen, a suburb of Stuttgart.

Nancy and I visited the museum during our visit to Germany this fall. The museum is quite a striking building with a modern design of silver metal and glass with an entrance that soars above and covers the entrance plaza. Upon entering the building nothing looks special in the modern white lobby with a café on the right and a long ticket counter. To the left is one of the ultimate Porsche goodie stores but somehow you feel that it can wait till later; you want to get your ticket and see the Porsche collection, which beckons. You purchase a ticket and can pick up an audio guide (highly recommended) and move down the entry to see a small snack bar and a glass wall at the back, behind which are several cars being worked on and restored for the museum. The PS2 Spider was visible behind the glass with body above on a rack and chassis and engine below. After gawking for a while you move to a long up escalator where they check your ticket and you take the ride to the beginning of the experience. As you are arriving to the first floor you see the 1939 Type 64 Porsche becoming visible at the top of the escalator. You have a choice to either go to the right and start with the first Gmund cars or go to the left and see the first Dr. Porsche designed cars before the true marquee cars.

Being a history guy I went to the left, which starts with the electric wheel hub motor from a Lohner-Porsche, the first hybrid electric car pre 1900. This system was also used in the



first four-wheel drive vehicle. Then there is a 1922 Sascha, which won the Targa Florio. There are several other designs by Professor Porsche from his time with Austro Daimler and other special designs.

After seeing the early history you move on to the Gmund cars; each one is stunningly displayed and restored to the finest level of Concourse d' Elegance. The 356's 550 Spyder and most every model of Porsche car produced are represented.

There are several study/prototype cars as well. The Boxster study car is interesting in how the basics are similar to the production car but it has some interesting differences, like the lower side intakes at about the doorsill line. Door mounted ventilation fans and five-gauge cluster on the dash. Hood gas filler to name a few.

The Panamericana study car sits next to the Boxster and was a gift to Dr. Ferry Porsche on his 80th birthday. It is a 911 basically with many styling tweaks. Very sloped back and scooped doors running back to the rear wheels. One of the more interesting features is the purple zipper that removes the roof from the front windshield all the way to the back glass that is also removable. The sides still have the glass and doorframes.

Further on a Harley-Davidson V Rod comes into view, which is surprising until you read the plaque or listen to the audio guide and see that Porsche has worked extensively on the engine since 1997 with design of the entire head done by Porsche. Porsche has worked with many motorcycle



manufacturers designing the production lines and systems for such grates as MV Augusta of Italian race bike fame.

The display of 917's is amazing with most every variation on display. The Pink Pig is one of my favorites. I also liked the 944 Turbo Cup Pinky. No, I do not have a thing for pink.

On one of the walls in a darkened area they project the outline of each model, from the iconic 356 to the current 997, and show how that original Porsche shape still remains. Oh yes, a little longer, a little more streamlined and wider, but still the family resemblance remains.

There is a point with speakers above in a round canopy and a round black circle on the floor. When you stand on it the marquee tells you the 550 Spyder and you hear the engine start and rev then drive off. The base is connected to the circle on the floor so you feel the engine. The tractor makes the biggest impression but the other models are something to hear and feel.

You continue up to the newer cars including the Carrera GT, GT1 and the RS Spyder. Then at the top are some other interesting items like the 911 Police car. I think smokey would like that better than the Ford LTD interceptor. A Porsche tractor and a large number of model cars.



Then at the end it is a long escalator ride down to the exit but you are probably still high from all the sights you just took in.

The Porsche Museum is definitely something not to miss if you are in the Stuttgart area. The Mercedes Museum is just on the other side of town and in Munich the BMW Museum should not be missed. As Germany is part of my sales area I also hope to see the AUDI Museum as well.

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Book Reviews for Porschephiles

McQueen's Machines: The Cars and Bikes of a Hollywood Icon by Matt Stone, published by MBI Publishing Company, Minneapolis, MN

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

It seems very timely to start writing this review on 7 November (the 30th anniversary of Steve McQueen's death from cancer) and have it appear in *The Circuit* just in time for the holiday buying season. It is a great book, and at twenty bucks, a great price. That being said, it seems almost a waste of time to write the following review!

McQueen's *Machines* claims to be "the first complete look inside the man's garage and as a result, one of the few peeks inside his head," and that would certainly seem to be the case. A foreword by his son Chad sets the stage by presenting a kid's eye view of Dad and his vehicles. This is a book "about Steve McQueen as a passionate car enthusiast, racer and motorcyclist." Coverage includes behind-the-scenes stories from McQueen's family, as well as never-before-published photos of McQueen and the machines he loved - those he owned, those he raced, and others that he drove, rode or that appeared in his films. It also includes a wealth of details about the star's racing career, his movie stunt work, and his car and motorcycle collecting.

There are many books about Steve McQueen, the actor who loves cars. This is a book about Steve McQueen the car (and motorcycle) nut who did a little acting/directing on the side. Chapter titles include "McQueen on Screen, McQueen on Track, McQueen on Two Wheels, and the fascinating Enduring Legacy. Also fascinating are the stories of his entering racing with his '58 Speedster - stories that read just like James Dean stories from just a couple years earlier. And to a car nut like this reviewer, tales of McQueen's semi-professional racing on two wheels are eye-opening.

Starting out with a side-car motorcycle, followed by an MG-TC, McQueen eventually acquired a 1958 Speedster which turned out to be a milestone car for him in a variety of ways. The narrative of a subsequent owner who eventually sold the car back to McQueen is particularly interesting. Porschephiles will also enjoy the discussion of McQueen's '69 911S, which he custom ordered after having owned three

Ferraris. The 911S was arguably McQueen's favorite car - he ordered a '70 like it to use around the set and in his movie *Le Mans*, and it was one of the few cars he never sold.

Partly organized by chronology of personal vehicles, partly by the movies which involved him and cars, *The Machines* includes full treatment of his amazing collection of motorcycles, again including bikes that were part of his movies. Interesting also are the stories that go with

the pictures showing the times he sported a very full beard. The story of his motorcycle exploits in *The Great Escape* provides some interesting new insight on that iconic movie. The story of Steve's involvement in, and the cars of *The Thomas Crown Affair* is perhaps more interesting, considering that the Ferrari involved was for Faye Dunaway's character, not McQueen's. He did get even later by buying his own 275 GTS/4 NART Spyder.

The chase scene from *Bullitt* is considered arch typical of the breed. Part of the success may be due to the fact that McQueen's company was the production company for that movie, and that it turns out that there was a bit of Ol' Yeller in the cars. The discussion of the cars (and drivers) in *Le Mans* and

the behind-the-scenes insight into production headaches are a must for any dedicated fan of that movie.

An 8-1/2 by 10-1/2 paperback of 184 pages, containing many unique pictures and a casual but very comprehensive narrative, this book is a bargain at \$19.99. How could you resist the smile on the cover? Ask for it at your favorite bookseller or buy it at <http://www.motorbooks.com>.





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Engine Oil . . .

courtesy Pedro's Garage, originally published in the January 2010 issue of "Die Porsche Kasette"



In this chapter of our tech articles, let's talk about a slippery subject: Engine Oil.

And I mean slippery in the full sense of the word because it has been the subject of many, many discussions and opinions. Therefore I'll try to stick to the facts.

Engine oil is mainly a lubricant, but it also serves several other important functions such as: cooling, cleaning and protecting from corrosion the different internal engine surfaces that it bathes. To be able to perform these functions, special additives are mixed into the base oil. These additives are mainly: detergents, multi-viscosity additives, emulsifiers, anti-foaming agents, polymers, anti-wear formulations such as ZDDP (Zinc DialkylDithioPhosphate), etc.

But some of these additives, such as phosphorus (contained in ZDDP), which is an excellent anti-wear agent, with time, can also cause damage to the catalytic converters. Because of this, the automobile manufacturers and the emissions-regulating agencies have forced the oil companies to reduce the amount of phosphorus (and other additives) in their oils.

Products that meet the new ILSAC (International Lubricant Standardization and Approval Committee) GF-4 Specification, must have phosphorus levels at less than 800 ppm. The ILSAC-G4 Standards was jointly developed and approved by Japan Automobile Manufacturers Association, DaimlerChrysler, Ford and GM.

Because automobiles and internal combustion engines are used in different and varied environments, from the sub-freezing arctic to the scorching desert, the engine oil must be able to adapt to those extreme-at-time conditions. Hence the multi-viscosity feature which means that the oil will have a particular viscosity at low temperatures and another at high operating temps.

This is necessary because the oil needs to be thin and circulate through the engine quickly at start up and it must also have thicker characteristics when hot to provide the needed protection at operating temps.

Viscosity, simply put is how thick or thin an oil is at a certain temperature. Viscosity ratings are regulated by SAE (Society of Automotive Engineers)

In a particular oil, its viscosity is expressed by numbers and/or letter.

There are single grade (single weight) and multi-grade (multi-weight) oils on the market although the majority of our vehicles now use multi-grade formulations.

There are also Standard Petroleum Oils, Synthetic Oils and blends of both.

In multi-grade oils, the first number and the letter W (winter) refer to the oil's viscosity when the oil is cold. For example: 0W, 5W, 10W, 15W, etc., where the higher the number the more viscous the oil is at low temperatures.

The second number refers to the oil's viscosity at high, operating temperature. For example: 30, 40, 50, etc., and again, where the higher the number, the higher the viscosity for that temperature range.

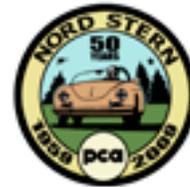
Lately, low viscosity (thin) oils have become the OEM (Original Equipment Manufacturer) norm. This is so, because of two main reasons:

1. The lighter the weight of the oil in the engine, the less internal friction there will be which in turn allows the engine to make a bit more HP and offer a little better MPG numbers. The main reason behind this is that the auto manufacturers are forced to reach certain environmental CAFE (Corporate Average Fuel Economy) numbers.

The down side is that the thinner the oil, the less protection it provides, so there's a very delicate balancing

Continued on page 29

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 lots of early 1980s issues - yahoo! Stay tuned for more historical tidbits as gleaned ever so expertly by Ron.

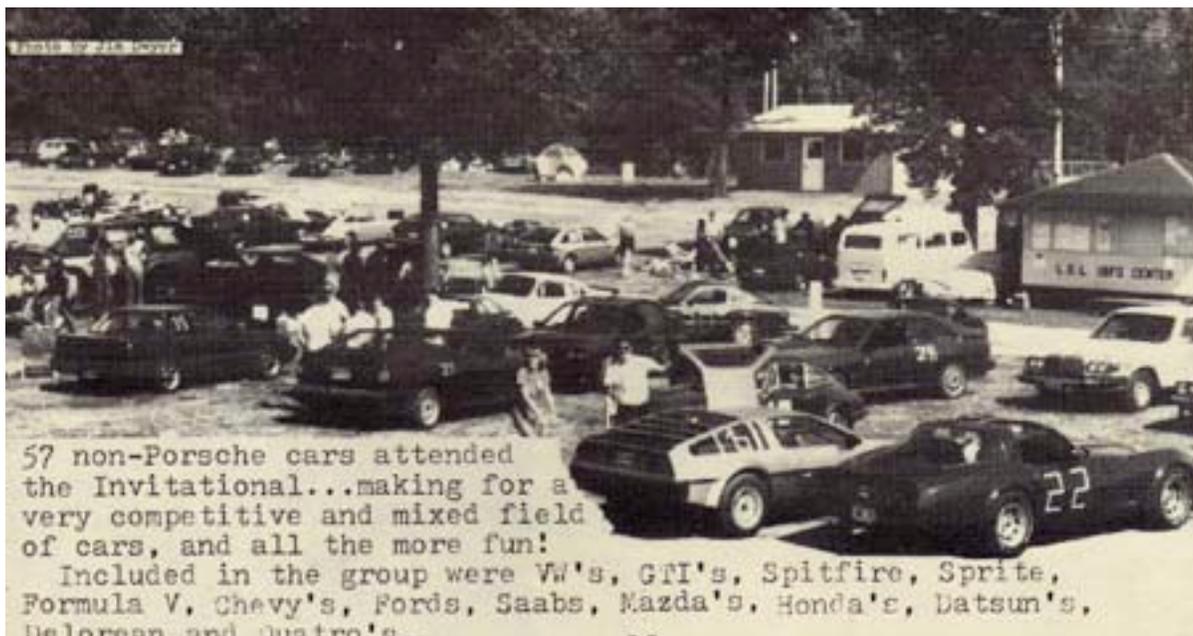
August, 1984

- Bill Caldwell is President; Phyllis Godfredson is Newsletter Editor. The newsletter is down to only 16 pages in addition to the cover, but the centerfold layout of the "Invitational Autocross" is cool.
- L a p times were done



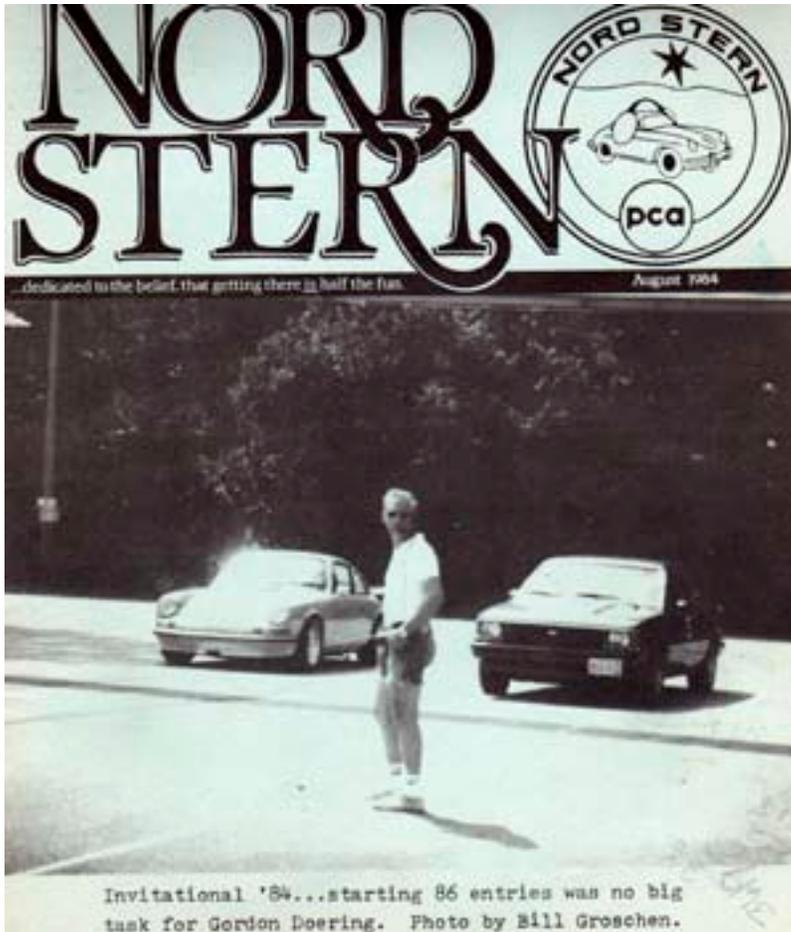
differently then because of the chicanes before the entrance to Turns 1 and 2. 57 non-Prosches attended and the list of non-Porsche drivers and their vehicles include a few we know:

- Teresa Vickery-Spitfire '76
- Marc Brabec-280Z '78
- James Seubert-Dodge '84
- Three Beddors in their Quattros
- Bob Lunde-Corvette '81



Scanning the Past!

by Ron Faust



Great cover shot . . .

Letters . . .

continued from page 8

Corrosion may become an issue. You may have to change out some studs at some point. A bit of nickel or copper paste would help minimize that. Grit landing in a grease or metal-hydrocarbon paste can abrade threads on its own. If grit lands on the threads, you can wash it off with a brush and solvent or a stream of oil. I do. I will await with great interest news, regarding what Porsche now says on this topic.

Sincerely, David Grant

I don't have a manual handy but my understanding is that using antiseize on the threads is recommended and I use it. Not every time I remove a wheel (which I do a lot) but often enough to have a good coating.

The stock lug nuts are aluminum and the studs are steel. This is a situation that requires antiseize to prevent galling in installation and corrosion over the long term.

Glen Larson, Old water-pumpers

I think you will find the manufacturers reluctant to weigh in on this issue. I suspect that this is due to the legal ramifications.

The question came up frequently when I was a service tech, As a rule we did not use anti-seize on customer cars. I remember asking the Porsche district service manager about this and being told that they could not recommend the use of anti-seize and then he winked. When I worked for John Deere we were told to use anti-seize.

I (like David) have had problems with corrosion and seizing. The first time I remove the wheels on a vehicle I own, I apply a small amount of anti-seize to the stud and install and remove the lug nut. I then use a rag to wipe the stud and lug nut clean of any visible compound. (This mostly to keep the wheels clean.) A thin film of anti-seize will remain on the threads. I keep the anti-seize compound off the wheel and external surfaces of the lug nut.

I have done this (usually just once) to every vehicle that I've owned (20+) and never had a lug nut come loose or seize. Of course, I religiously torque the lug nuts to spec every time a wheel is reinstalled.

Michael John

Lloyd, Likely this is a religious topic but I'll throw in my 2c. I've used anti-seize on my lug nuts for the last 30+

Continued on page 32

NORD STERN JANUARY 2011

Engine Oil . . .

continued from pg 25

act between an oil's weight and the protection it offers the engine components.

2. Bearing, piston-to-cylinder and gear-to-gear clearances have become smaller because of better metallurgic and manufacturing methods. Using thicker oils may interfere with oil flow and increase oil pressure. In older (worn) engines it's generally better to use a higher viscosity oil because the clearances have become bigger.

Oil gets degraded with use, mainly because of gasoline and carbon blow-by and because of the high temperatures and pressures it is subjected to.

That's why oil needs to be changed on a regular basis, to remove all those contaminants which, if left in suspension, in time will turn the oil acidic, causing then damage (corrosion) to the engine's internals.

Each manufacturer has an oil change recommendation for each particular model, which, in my opinion, should be the worst-case scenario for replacing.

When the factory fills a car with oil they don't know under what specific conditions the car will be used, so they

use a "blanket" oil: 0W40. Many people tend to stay with what's offered by the factory, thus they will replace their oil with the same, original 0W40 Mobil 1, but based on the above, one should consider one's physical location (weather) as well as the type of driving done in order to select the best possible oil.

Many times the particular brand of oil is irrelevant, since they need to be approved under the same regulations, most of the brands have compatible products with each other, and even though the factory recommends using Mobil 1 oils, they also produce a "Porsche Approved Oils List" which includes tested and Porsche-approved off-the-rack oils for different regions of the world.

In our sunny South Florida "paradise" we don't need to worry about the lower end of the thermometer's scale, since it will rarely dip below 50 degrees. Because of this we shouldn't even look at 0-weight oils. Also, the top-end of our thermometer's scales tend to stay high, especially during the long summer months.

I generally recommend to my local customers 10W40 oil and in my car I personally use 15W50. I find that after 100,000 miles, switching to the heavier multi-viscosity formulations

Continued on page 30

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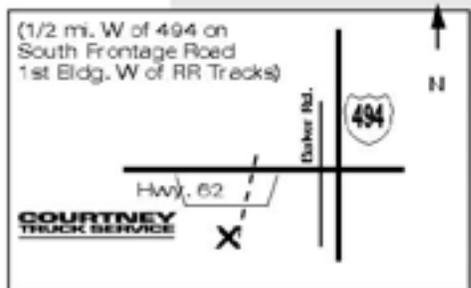
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Race of Champions International Racing Elite to Compete in Porsche 911 GT3 Cup Race Car

courtesy Jill Beck, PCA National Newsletter Editor

Stuttgart/Atlanta - November 16 -- The Porsche 911 GT3 Cup is the most-produced race car in history. To date, over 2,000 vehicles have been delivered to customers around the world. And now, the 450 hp GT racer from Weissach belongs to the official competition cars at the Race of Champions, where a number of the world's most talented and famous racing celebrities from the most diverse disciplines come together in Dusseldorf, Germany on November 27 and 28.

Joining the ranks of the world class starter field is Porsche pilot Jeroen Bleekemolen. The 29-year-old driver from the Netherlands won the GTC class of the American Le Mans Series with Tim Pappas this season at the wheel of a 911 GT3 Cup and knows the car from many years of racing. In 2008 and 2009 he won the Porsche Mobil 1 Supercup, the fastest international brand trophy series. In 2008 he earned a victory in the LMP2 class at the Le Mans 24 Hours with a Porsche RS Spyder.

In Dusseldorf, Bleekemolen will be up against the likes of Formula 1 pilots Michael Schumacher and Sebastian Vettel as well as World Rally Champion Sébastien Loeb and World Touring Car Champion Andy Priaulx.

"I'm proud to be part of the Race of Champions for the first time," says Bleekemolen. "Obviously, I'm hoping to contest as many heats as possible with the Porsche 911 GT3 Cup - not one of the participating drivers knows the car like I do."

The Porsche 911 GT3 Cup, based on the road-legal 911 GT3 RS sports car, is powered by a 3.8-liter, six-cylinder boxer engine delivering 450 hp. The spectacular-sounding race exhaust system features a fully controlled catalytic converter. The rear-engine concept and the wide track give the



racing 911 excellent traction and razor-sharp handling. Pilots operate the sequential six-speed gearbox manually. Power from the high-revving engine (max. 8,500 rpm) is distributed to the wide rear wheels via a mechanical differential.

"I'm very pleased that the racing elite from all over the globe will be seen driving the world's most produced race car, the Porsche 911 GT3 Cup," says Hartmut Kristen, head of Motorsport at Porsche. "I'm sure that fans and drivers alike will have just as much pleasure in the spectacular sound and the superb handling of this vehicle."

This marks the return of the Race of Champions to Germany since its first meet here in 1989. The event will be broadcast by the German national TV, ZDF. "Aktuelle Sportstudio" provides coverage on Saturday, with "Sportreportage" broadcasting the spectacular action from Dusseldorf's Esprit Arena on Sunday. Get more information and follow the action on the event's official site www.raceofchampions.com

Engine Oil . . .

continued from pg 29

gives better protection against wear because of the looser clearances, it also cuts down on rear main seal leaks and on sporadic puffs of smoke on startups.

For my personal car, a 1998 Boxster, Porsche recommends replacing the oil once every year or 15,000 miles, but in my Baby the oil and oil filter get changed every 7,500 miles or less. This formula is working just fine, since I just clocked

193,000 smiles on the odometer with almost 12,000 of those being hard track miles.

For the complete Porsche List of Approved Oils and additional information on oil changes and other topics, feel free to visit the DIY pages of my website: www.PedrosGarage.com.

Happy Porsche'ing,

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

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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

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)



years and have never had a problem. I don't use it every time and I only use it on the threads of the stud, not on the mating surface of the lug nut itself. I also use it very sparingly, not because I'm frugal, its just you don't need very much. For a track car that gets the lugs exercised regularly, it isn't a big deal IMHO. Now for a street driven car, especially winter driven when the car has alloy wheels (i.e. my C4) and the wheels are only removed once or twice a year (changing from summer to winter tires) I think it is absolutely necessary to use anti-seize. I believe this is also the case for a summer only car where the wheels rarely ever get removed. On my C4 I even put a small coating of it on the face of the rotor, where the wheel contacts the rotor, to keep it from sticking. Anyone who has run alloys on steel rotors in harsh conditions will know, the wheel will "bind" to the rotor and be a real PITA to remove. A small dab of anti-seize cures this problem. One other thing to concern yourself with is close capped lug nuts versus open lug nuts. My track car has to have steel lug nuts and they must be open so any scrutineer can verify that the lug nut is completely over the lugs threads. With a closed cap lug nut, like stock Porsche units, if you put a bunch of anti-seize on the threads and it builds up in the lug's cap, you

could easily get an undertorqued wheel. Ok, just speculation on my part but something I've always been careful about just because it seemed to make sense. So, use the anti-seize sparingly and only on the threads and I don't think you'll have any problem.

Jon Beatty

If you've ever had a frozen lug nut, you will not worry about this debate and just use the stuff. My daughter's lug nuts froze on her VW Golf. Most came off with what felt like about 180 ft/lb on the breaker bar. Then the special "anti-theft" socket broke on one of the nuts. Her independent mechanic said only a dealer could solve this problem. In addition to using anti-seize lubricant on occasion, I change "anti-theft" lug nuts to normal ones if they come on any of my cars. If you can't remember where you put the special socket, you've created a seized lug nut type problem even if your car is new.

Ron Faust

Use Permatex Anti-Seize Lubricant on practically everything but engine parts unless the manual calls for Loctite. My experience with lug nuts is that they will loosen up to thirty degrees during the first heat cycle on the track.

Continued on page 34

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2010 Nord Stern Charity numbers by event

by Keith Jones

Nord Stern Courage Center Donations	2010	2009	\$ Diff.	% Diff.
WINTER PARTY	\$ 5,415	\$ -	\$ 5,415	NA
SWAP MEET	\$ 736	\$ 952	\$ (216)	-22.7%
CONCOURS	\$ 2,105	\$ 823	\$ 1,282	155.8%
FAST FLING	\$ -	\$ 140	\$ (140)	-100.0%
CLUB TALK ON-LINE AUCTION	\$ 100	\$ -	\$ 100	NA
CLUB RACE	\$ 15,660	\$ 15,440	\$ 220	1.4%
901-O-RAMA	\$ 580	\$ -	\$ 580	NA
COURAGE GALA	\$ 1,910	\$ 835	\$ 1,075	128.7%
TOTAL	\$ 26,506	\$ 18,190	\$ 8,316	45.7%

This is simply outstanding of our club to have a 45.7% increase in charity donations, in this still tough economy. It's astounding when you think that almost every cent of this money was raised from within our club.

I am also proud that because of generous donors and volunteers we have no overhead. 100% of the money we raise goes to charity.

Thanks again to all the club members who helped support this great effort.

Keith, this is an example of the good that can be done if a couple of people put their mind to it. Thanks for being the leader, cheerleader, Sherpa and general fund raiser for Courage Center with Nord Stern for years! The increase in funds is a testament to your good work.

Best regards,
Bruce Boeder

that people like you step up to the plate and that I can be even remotely associated with what you've done.

Nice job!

Jon Beatty

Amen to Bruce's comments, Keith!

David A. Roberts

Keith, even the peanut gallery here has to comment . . . Fantastic job!

Jerry Greene

Well said Bruce and good work Keith. Way to go Nord Stern!

Dale Tripler

Congratulations to all! Great to have such leadership, volunteers, and contributors . . . A true Thanksgiving message if there ever was.

Don and Pam Lawrence

The work that Keith has put out into charity with in Nord Stern is beyond comparison. Way to go Keith!

Bill Berard

Keith, Nothing happens without a leader and you have definitely stepped up to that role. Makes me proud to be a part of this club but, more than that, it makes me proud

Loosening during subsequent heat cycles is rare and they have never loosened with street use.

Roy Henneberger

As mentioned, anti-seize is basically necessary with alloy lug nuts to avoid galling and corrosion between the dissimilar materials. Galling and rust are also concerns with steel lug nuts too. Lubricating any threaded fastener (with anti-seize or oil or even loctite) decreases thread friction and actually increases clamping force for a given torque. So if you torque lubed lug nuts to 95 ft-lbs, compared to dry lug nuts, the lubed ones are actually clamping the wheel tighter by as much as 15-25%.

I am not shy about using anti-seize on lug nuts, suspension bolts, a lot of the engine hardware, etc.

Good point about the hubs. On my VW I had a wheel seized to the hub so bad that a hub puller just chewed up the aluminum rather than remove the wheel. I resorted to driving the car for several days with the lug nuts a quarter turn from finger tight. When it started making noise, it was a relief that it was finally time to pull over and tighten the lug nuts.

Jim Benson

And besides, one small can is usually a lifetime supply, so why not use it sparingly.

Sincerely, Lon Tusler

I have been dipping mine in mobile-1, sounds like that is wrong? This includes the Porsche, Mercedes, and Golf R32.

Loran Hall

Good point about the hubs. On my VW I had a wheel seized to the hub so bad that a hub puller just chewed up the aluminum rather than remove the wheel. I resorted to driving the car for several days with the lug nuts a quarter turn from finger tight. When it started making noise, it was a relief that it was finally time to pull over and tighten the lug nuts.

Jon, speculation about a bunch of anti-seize on the threads building up in the lug's cap is also a valid point. You could end up compressing a viscous material rather than actually clamping the wheel. So I'll reiterate, "use the anti-seize sparingly".

Roy Henneberger

The primary retention mechanism for the lug bolt or nut is the conical friction interface of the nut against the rim . . . so just don't get whatever you are using on that interface! It makes sense also that if there is no friction on the threads when you torque it down, it will likely torque down a little

tighter on the primary friction interface. I use just a little dab of petroleum jelly on the ends of the stud or lug bolt and have never had one seize up. I do think anti-seize or a heavier wheel bearing type of grease would hold up better over a winter than mobil 1, but motor oil certainly may be enough to prevent corrosion.

Keith Erickson

Keith is correct that the primary retention mechanism for the lug bolt or nut is the conical or spherical interface of the nut against the rim. I suspect that interface gets pushed around and reseats itself during the first track session, resulting in the torque change I see after what I referred to as the first heat cycle after replacing a wheel.

I would stick to an Anti seize product intended for that purpose. The metallic particles in the product will also prevent galling. I would also expect that Permatex has gone to some effort to minimize the effect their Anti-Seize Lubricant has on the clamping forces resulting from a specified torque to reduce their own liability. It is also less likely to migrate to the clamping surface than motor oil.

Some engine parts such as the cylinder head bolts on a 944 specified to be torqued with motor oil, because it does affect the preloading on the studs.

Roy Henneberger

Ron, I've always laughed at anti-theft lug nuts. Basically I never park my car in a seedy neighborhood on the outskirts of a major metropolitan area. Even then, I'd be willing to bet that most owners of cars with these lugs keep the special socket in the car. I know my wife's Audi has these and the socket is in the glove compartment. Ok, they'd have to steal the entire car to get to the wheels but that is more likely IMO than someone ripping off just the wheels.

Jon Beatty

Thanks for all the insightful responses. Don't want to incur a \$400 bill! I was wondering about the lug nut seat area. I'll keep the anti-seize out of that area.

Best regards, Lloyd



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