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February 2011



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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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

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Please contact staff for any event coverage you need

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Cover: Captured....Don Erickson driving the Panamera loaner in Lake Shore along Interlachen Blvd. Only in the winter up north does a vintage fish house among snowcapped evergreens create such an iconic image. Photo by Ron Faust.



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Call Christie Boeder 612 845-4509 (note: old phone number no longer active), or e-mail request.

... It was a surreal moment as I thought I was Steve McQueen ...

I love auto racing. It started when I was five years old, living in the Los Angeles area, and my father put me in a quarter midget, an open-wheel sprint racer somewhat similar to a go-cart. Every Sunday night was track night, and my father would take two cars, my brother, and me to the 1/8 mile oval

asphalt track where we would go through qualifying and a few sprint races. After a year of this, I was told we were moving to rural Iowa where there were no racetracks. Heck, most of the roads didn't even have asphalt. My new friends in northwest Iowa were nice, but they liked baseball and football instead of cars. They grew up idolizing **Harmon Killebrew** and **Fran Tarkenton**, and I felt a bit isolated with my heroes of **Mario Andretti** and **AJ Foyt**. How would I ever achieve my goal of becoming an adult racecar driver?

Thirty some odd years later and now living in Minnesota, I was still feeling some isolation when the Monday morning talk around the water cooler was about **Kirby Puckett** and **Randy Moss**. My coworkers had no idea who **Michael Schumacher** or **Jimmy Vasser** were. (Vasser also started his racing career with quarter midgets in southern California!)

Around this time, **Ed Vazquez**, our current membership chair, and a tennis teammate of mine, asked me if I wanted to go up to BIR in his 911 and see what this Driver Education (DE) thing was all about. After being at the track for a day, I was *hooked*. By the time the next Driver Training (DT) and DE was held, I had bought a Porsche 911, joined PCA and Nord Stern and was at the track with my helmet and a full tank of gas.

I will never forget the feeling I had while driving to that first DT. I drove into the paddock early Friday morning. The weather was great, only a few people were moving around. It was a surreal moment as I thought I was **Steve McQueen** in the opening scenes of the movie *Le Mans*.

Then reality struck ... What if I don't know what I am doing? What will my instructor think of me? Do I have the right car for this? Is this really any fun?

Those questions were answered by the end of the day. As much of a racer as I thought I was in my own mind, I knew *nothing* about driving on a racetrack at high speeds. **Nick Cirillo** was my instructor. He talked me through all the corners lap after lap and gave me the confidence to pick up the pace a little bit with each lap. Years later, after becoming an instructor myself, I asked him what type of student I was. He replied that I didn't scare him too much. As for my car, it wasn't the newest or the oldest, the fastest or the slowest, but it was a Porsche and it loved being on the track. And finally, was it fun? Of course! The surprising part was that it was as much fun talking about the cars and driving techniques with the other participants at the happy hour/graduation ceremony as it was being on the track behind the wheel.

Our next Driver Training will be on April 29th with a DE on the following two days. If you have wanted to push your Porsche a little harder than you feel comfortable on the streets, learn driving skills that will help you out on the local highways, or just want to have more fun that you can imagine, I encourage you to sign up to have a truly rewarding experience, letting the sports car driver inside of you out.

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2011 (No change!) 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"

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Philip Skeie
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2003 Porsche 911 C4 Cab

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 events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release. **Time Trials:** On course timed lap with controlled starts and exiting.

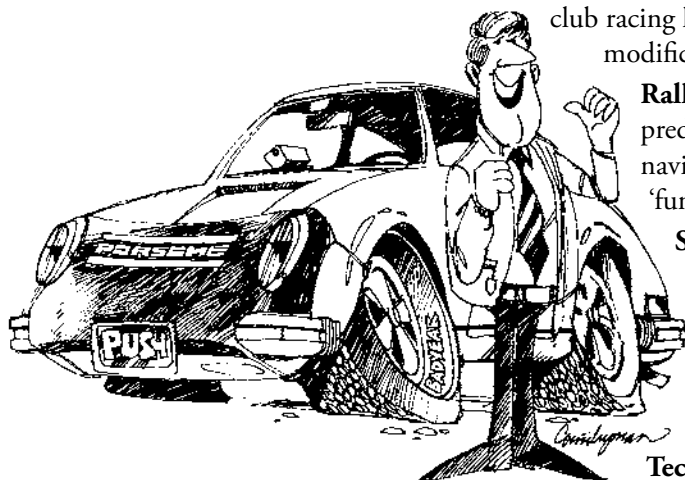
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!

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!



From the Editor

By Christie Boeder

Just a reminder dues are now overdue and can be sent to our hard working Membership Chair Ed Vazquez now or yesterday. His contact information is on page 4 of the newsletter each and every month. No excuses! Your dues are greatly appreciated as they directly defray the 'astronomical' cost of printing the newsletter. As we all know, printing is not one of those services whose pricing declines - it just increases ever so slightly each year. And since I still enjoy creating these issues each and every month show your support by keeping your dues current!

It really, really does help. At last glance, it costs around \$4 per issue to print and send out each newsletter. Not cheap (sort of the story of all things Porsche-related!) The count is 'small' enough that the economy of scale doesn't work in our favor yet at the same time the club really doesn't want to move to an 'online' presence only or to strictly an emailed file so keep those dues coming!

February issue is quite full, lots of Fall Color Tour pictures, a couple of member contributions detailing the woes of finding a secret cable, to an 'adventurous' drive to the

wrong city to all the skinny on our upcoming New Member Socials - not just for new members, by the way! A test drive report, updated calendar info with more events coming our way as details and decisions are made! Looking to be another fun and interesting year in Nord Stern. Check the website and newsletter for updates and always feel free to contact any of the listed chairs (see our officer listings) with questions, concerns, offers to help, updated information.

We strive to maintain our communications in as effective a manner as possible but changes occur, events get planned which might not make it into this calendar so don't be shy. Just ask!

Watch here next month for information and news about our Driver Education and Driver Training programs. For those who are new to Nord Stern, there is much to know and hopefully interest you as an owner of a vehicle that's meant to be driven. For many who have been in the club a long time it behooves us to remember that each year there are many new members unacquainted with the whole program of driving your vehicle on a closed road course! So stay tuned.

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Letters to the Editor . . .

Welcome New Member/s!

I just got off the phone with a new member from South Dakota. He was so impressed by our members during his D.E. event last year that he joined our club even though he is a member of the Sioux Falls Group. I want to especially thank **Ron Johnson, Kim Fritze, Pam** and **Bob Viau**, and **Joel Pfister** for making his experience so pleasurable that he decide to join this year. This is a perfect example of how our members bring new members into the club just by being themselves. – Thanks, Ed Vazquez

No – a tribute to the efforts as a group! Thanks Ed!
– Neil Bergquist

I would certainly agree, a friendly group aren't we!
– Christie Boeder

Question to the Concours 'Experts'

I have a pair of 944 NOS tail light lenses in original boxes that are date stamped '86 Are these potentially more valuable to someone with an '86 or maybe '87 car or is the date stamp just nit-picking and over the top?

Thanks, Phil Hancock

Well, I hardly claim to be a concours expert but I do have a copy of PET.

It would appear that there are two versions of the 944 taillight. One through 1985 (477 945 205/6 for L/R) and a second one from 1986 on (477 945 213/4 for L/R). If you've got a part number and it matches the PET dates, it would appear these would be good for any 944 from 86-91. Yea, I know, it doesn't answer your question but you likely know my answer to "over the top". ;-)

– Jon Beatty (really a closet 944 guy)

Jon, Phil, While I started as a 356 owner in the 60s, and owe them my first allegiance, I have more 944s than all my other Porsches put together. I find the tail lights seem to go undamaged forever. No one ever seems to break them. With careful washing, they do not scratch badly, and do not seem to fade up north here. Not like 951 fog and signal lights, and the early 944 signals and front side marker lights that get damaged all the time. OTOH, when an owner decides to 'live with' the failure of the tail lamp seal,

and water builds up in the lamps, it quickly ruins the silver in the tail lamp. For all those people, buying a pair of yours is a good idea, even if they are not 'concours nuts'. You just have to find a 944 owner who loves his/her car. The guy who is 'running his 944 into the ground' will not care about tail light deterioration. My 356s and early 911s went up in value; not so my 944s, even though they are much better cars.

– David Grant

Re: 944 taillight assemblies.

The two assemblies are different.

The series 2 cars from 85.2 and on to the end of run, have a slightly different interior componentry. The lenses appear the same, but the hardware is not.

I believe the Euro lens is another deal altogether. Italy and France have a very different light requirement than ROW. Plus the activation for the rear fog lite occurs in the Euro lens.

The series one cars of which I have had problems, from second and third owners who lived in warmer parts of the world, such as Arkansas, New Mexico, and Las Vegas,

Continued on page 34

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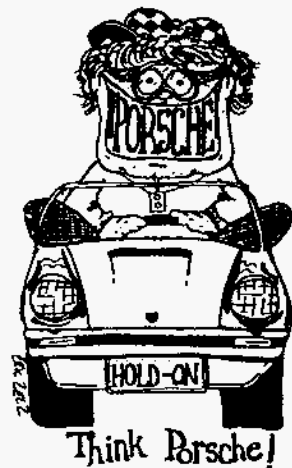
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2011 SEASON KICK-OFF & NEW MEMBER RECEPTION

Thursday, March 24 (West End of town!)

Or Saturday, April 2 (East end of town!)

Any current Nord Stern Member who brings a new joining member (must join at meeting)will get a reward!



Your chance to find out more about Nord Stern's upcoming activities
and meet other club members!

Two dates: Two locations to choose from!

- A special invitation to new Nord Stern members (and other Porsche owners thinking of joining) to come find out about the club and it's events.
- Plus a special invitation to ALL current members to come meet new members and learn about upcoming activities and events in 2011.



We will have short presentations and Q & A on:

Driving schools

Day trips

North Shore Fall Color Tour

High speed track events

Charity events

Concours

Social events

Low speed Autocrosses

Club Racing

The Details for Thursday March 24

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

Please RSVP to Ed Vazquez email: edmn911@aol.com by Mary 23rd. Just leave your name and the number of guests that will attend; pay at the door. Friends and family members are welcome!

The Details for Saturday April 2

Join us at 10:00 AM to Noon at **Auto Edge** in Maplewood (see back cover for location and directions). Stay for Tech Session from Noon to 2:00 PM, on "What do I need to get my car ready for the track." Cost: \$15 @, at the door.

Please RSVP to Ed Vazquez email: edmn911@aol.com by Friday, April 1st. Just leave your name and the number of guests that will attend. Friends and family members are welcome!

Locked Trunk on a Dead Boxster . . . The Quest for the Secret Cable!

by Ron Faust

I love my Boxster. A 2001 S model, most of the flaws that came on the early Boxsters had been cured. Everyone knew that the security system put a drain on the battery and if the battery died, you couldn't open the trunk to get to it; by 2001 they had put a handy little red plug in the fuse box so one could just pull it out, power it up, and pop the hood in a jiffy.

So when I saw the dim glow on the interior light and then the hood latch didn't click when I pulled the switch, I said to myself, "Self, no problem. We'll just put the battery charger on the magic red button and click it open." When that didn't work at 2 or 12 amps I called my inside connection, a close friend in the parts department at my nearest Porsche dealer. "This is a problem shared by Boxsters and 911's made between 1997 and 2005. There's a secret braided steel wire that can open the trunk if nothing else works. They tuck it in at the Factory so the dockworkers can't unload the trunk before it gets to your dealer. Making the wire accessible is one of the things the dealer is supposed to do as part of that big new car preparation fee. Turn your wheels all the way to the left and see if you can feel it above the right wheel. Find the cable and pull on it."

Aha! This is one of what Harry Pellow would call "Secrets of the Inner Circle". The 356 Maestro, he understood those vehicles down to the molecular level, and wrote the most entertaining chronicles on his mechanical adventures.

My weekend project was set. Of course, life is too short to try all this in an unheated garage, so I should pull the Boxster into my greatest luxury in life, my warm garage. But the tow hook is also locked up in the trunk



The wire turns the corner and heads back inside R headlight

of the dead Boxster. Who would have thought the threads on the hook from my wife's Audi or my neighbor's VW don't match those on the Porsche bumper? But we amateur shade tree mechanics are always improvising, problem solving, bumbling along, learning as we go. So here is what I learned:

Put 12 volts on the little red plug that pulls out of the fuse box, just like the owner's manual says. On earlier Boxsters you put 12 volts into a specific fuse slot. By now I was also worrying that I had fried my entire wiring loom with my charger; you should use a donor 12 volt battery for this. This led me to start taking another of my cars apart; at least the Ford Ranger's battery is easy to get to.

If that doesn't work, the secret Boxster wire will work mechanically. It says on the Internet you can just reach in and pull it out, right?

If you can't feel it, simply take out the inner fender liner; there are only 15 connectors of four types holding it in (the big ones come out with a pry bar). There's a lot of stuff in those fenders! If you can't find the wire, maybe you go over to the driver's side and take that liner out. On the Internet, some posts suggested that some years the wire is on the left side. By now you are also wondering whether your chain saw could cut through the hood.



The magic red plug pulls out from the fuse box

Continued on page 14

2010 Nord Stern Event Calendar

February

- 8 Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Bret Bailey
6:30 Social, 7:00 Business Meeting

March

- 8 Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Bret Bailey
6:30 Social, 7:00 Business Meeting
- 24 New Member Social**
6:30 pm
Motorplex - see page 10 for details

April

- 12 Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Bret Bailey
6:30 Social, 7:00 Business Meeting

April

- 2 New Member Social**
Auto Edge
10:00 am to Noon
See pg 10 for details
- 2 Tech Session: Getting Ready for DT & DE**
Auto Edge, Noon to 2 pm, see pg. 10
- 29 BIR First Fling Driver Training**
Ron Johnson, porschebreat@earthlink.net

30-

May

- 1 BIR First Fling Driver Education**
Eventmaster: TBA
- 1 Maplewood Imports Auto Fair**
10:00 a.m. to 2:00 p.m.
More Details to follow
George Andeweg, gandeweg@hotmail.com

- 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
- 18-19 BIR Fast Fling Driver Education**
Eventmaster: TBA
- 26 All Porche Show - 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, porschebreat@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

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January 2011 Nord Stern Business Meeting Minutes

Michael John, Secretary

Nord Stern Meeting Minutes:

Treasurer – Jeff Bluhm, Track costs are increasing ... attendance is down.

Social – Carrie John, Holiday party and awards dinner have been combined. We have met the minimum of 85 attendees ... 100 people have registered so far. Facility wants final count next Wed. They also would like to be paid up front ... this is different from past events. Will ask Jeff to cut a check for 85 and will see what arrangements can be made to pay balance. Facility will supply a podium microphone is extra.

Holiday Party (1/22) – Roger Johnson – not available Carrie, Roger and Luis are in contact.

Advertising – Jim Bahner – no report

Newsletter – Christie Boeder. Send a special edition of the newsletter to Non-Nordstern PCA members. Christie to check on costs and report to Bret.

Website – Bret Bailey Website has been updated ... everyone is to check for discrepancies and report any that are found to Bret and Christie

Membership – Ed Vazquez, Renewals, New Member Social? Motorplex on a Thursday night (3/23 or 3/31) ... and a Saturday event at Auto-Edge (4/2). The Auto-Edge event will include the new member social and a Tech Session that covers what is necessary to get on the track. Too difficult for shops to sign new members up.

Bret will talk to specific club members with design skills to create a brochure for distribution by dealers and shops. Brochure should be a one stop shop for Nordstern Need about 30 per facility

Dealer Relations – Roger Johnson – no report.

No swap meet this year. Considering going to every other year. Need to advertise better.

Autocross – Harvey Robideau – no report

Met Council - Bob Kosky, Schedule is full for the coming year.

Charity – Keith Jones, Public Service Award entry. We are going to encourage Keith to enter on behalf of Nordstern.

Insurance – Michelle Johnson, Premiums will be the same as last year.

Club Race – Roger Johnson – no report

DE – Jim O'Brien, Considering a two day event at Fast Fling no DT. Drivers Education is subsidizing Drivers Training. We are considering canceling the June Drivers Event or replacing

it with another event at another site ... possibly MAM or Road America. Bret to check.

We would like to conduct a women's only DE/DT event ... several ideas for how to implement. April is preferred to September. Suggested mentioning that we need to enlist the help of the club to build participation ... maybe Kim could mention this at the holiday meeting. Invite BMW club. DE to be \$350 for members \$375 for non-members. Late sign up (5 days prior to event) will cost more (\$25 - %50). Cancellation within 5 days of event 50% refund.

Track Relations – Rick Laverdiere – no report, Need to get the contracts signed.

DE Registration – Dave Anderson – no report

Driver Training – Ron Johnson, See DE notes

Drives – Mike Lancial / Randy Walker, Dates/Locations: Cokato drive that will just happen to end outside of a go-kart track there. Another drive is being scheduled for Wisconsin.

Fall Color Tour - no report, on the calendar

Rally – Dale Trippler – no report

Concours-Porsche Show – June 26, Mark Bouljon & Phil Saari.

Safety – Keith Erickson, Needs a backup.

Shop Relations - ?, Need to find an individual for Shop Relations. Bret has a potential person to contact.

Historic Archivist – Kim Fritze – no report

New Items:

Lydia is putting a Taste of the Track item for the news letter. We have a CD for possible viewing at the holiday party.

8:10 meeting adjourned, respectfully submitted by Michael John

Current Calendar

Holiday Party	1/22
First Fling	4/30-5/1
Maplewood Car Show	5/1
Intermarque Car Show	5/21
German Carfest	6/11
Fast Fling	6/17
Porsche Show	6/26
Road America	7/11 & 12
Club Race	7/29 - 31
Last Fling	9/10 & 11
Fall Color Tour	9/23-25



A wiggle and the wire just pops out inside the headlight assembly

They say the Truth is out there. You read some more and find some sources on the internet that mention that when you have your 12 volts plugged into the red plug on the fuse box you silence the alarm, then use the remote key front hood button, not the latch switch on the door sill. So why not go back to that? Presto, the hood clicks open!



The holy grail: the secret wire below the R headlight assembly

OK, now you can get to and replace the dead battery that caused you all this trouble in the first place. My insider at the dealership says the one to get is an Interstate MTP 91. It should have a vent tube and you should connect it.

Meanwhile, the wire has become a mission. Both fender liners are out now. The wire is nowhere to be found and the dead battery problem might happen again, so why not find it now?

Looking down on the latch once the hood is open, the braided steel wire can be seen heading from the bottom of the latch to the passenger side. If you remove the black plastic cover that pretties up the space between the front of the trunk and the bumper sheath, the wire can be seen heading around



An added wire extends the factory loop back

the corner between the front edge of the trunk and the right headlight.

A wiggle on the wire by a friend from above and eureka! The secret wire pop's out into the right fender well way up next to the headlight assembly. So a quicker way to find it (if the trunk is open) would have been to take the headlight



The new wire is accessible after the fender liner is reinstalled

assembly out on the right side. Instructions for this are in the owner's manual and the tool for it is in the tool case.

The secret wire was about a foot from the edge of the fender liner. To access it without taking out the liner next time, an extension can be added before you kiss it goodbye and put the fender liner back in.

Yes the secret is out and if they didn't know about it already, bad people can now get into your locked Boxster trunk, but here in Minnesota they will usually lose fingers to frostbite first. A frozen battery is a bigger threat to us.

Before it happens to you:

- If you can store your Porsche in a safe place, leave the hood unlatched.
- If the battery dies and you put 12 volts onto the magic red plug in the fuse box, use the remote on the key to open the trunk, not the switch next to the driver's seat.
- Keep your tow hook inside your car, not locked in your trunk; tow operators are reluctant to tow a Porsche without the proper tow hook.
- Join the quest. Find your braided steel wire before you

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need it. Find the wire, then push an extension further back into the wheel well where it can be seen and reached from below.

- The Porsche battery maintainer (made in Germany) can be had for around \$60. It plugs into the cigarette lighter and prevents all these problems.

Below: New battery, then lights, camera, action!



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Out and About at the 2010 North Shore Fall Color Tour

*photos and captions by Jill Daneu
pages 18, 19, 20 and 36, 37*

Editor's note: There just is something about the dead of winter that requires a quick reminder of our 'other' seasons and the CD that arrived in my mail the other day from Nord Stern's Fall Color Tour was just the right ticket. How fun to look at the greenery, the P cars with their clean and shiny exteriors, the lightweight jackets (wow, no mittens, gloves or hats!), and of course the gorgeous fall foliage.

It was a particularly great event this year enjoyed by a large and enthusiastic group who came from many parts of Minnesota and North Dakota. Our eventmaster John Dixon once again spearheaded a weekend filled with spirited driving along the North Shore, some shopping fun in Grand Marais (home of the best Ben Franklin 5 & 10 - gotta see it to believe it!), and great hiking along the Temperance River complete with some wildlife not seen by this group before (yes, there really was an otter doing it's thing along the river - that fish

never had a chance and a bold fox ever so casually trotting along Hwy 61 with prey in 'hand' or should I say, mouth!).

Best of all, in my opinion, was the tour of Grand Portage National Monument and Heritage Center complete with a well-versed and knowledgeable docent in period-costume. It was fascinating! So much history in our state . . . and not to be outdone was the hike to the Pidgeon River Falls on the Canadian border, part of the route for North West Company of the North American fur trade. Well worth visiting, especially when one can drive in the P car in the company of others!

Again, thanks to all who work on behalf of this annual event. If you've not participated, plan on it one of these years. Enjoy the pictures as they do 'tell a story' and thanks too, to Jill for being such a great shutterbug and chronicler of all our antics!



Gorgeous view from BlueFin room



I won this cool Porsche hat!



Did someone say there were bears in the woods?!



Ed volunteers Prez Kim for Clean-up



Dale Trippers wins a mini-LED flashlight
(is that to keep the bears away?)



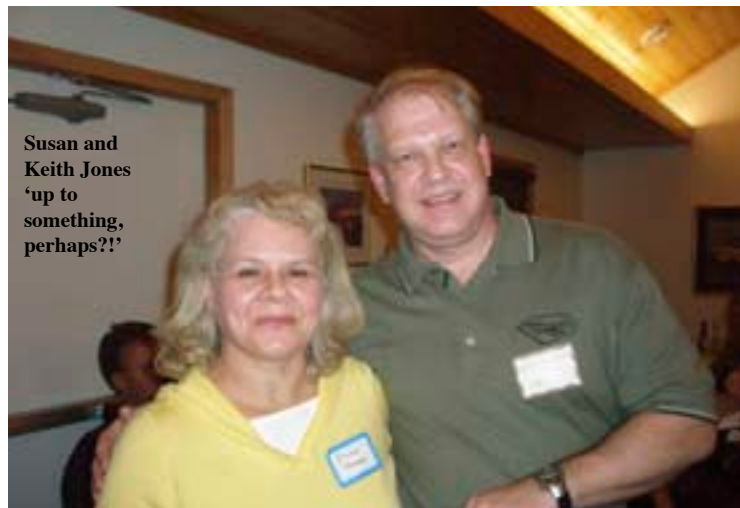
Don Miller
says, look
what I
won!



Brian Oldendorf
says, Okay who
put this sticker on
MY windshield!



Dale Trippler
and his two
favorite girls!



Susan and Keith Jones
'up to something, perhaps?!'



Laura Catania and Tom Remfer



John Dixon thanks Porsche dealership for sweatshirt donation!



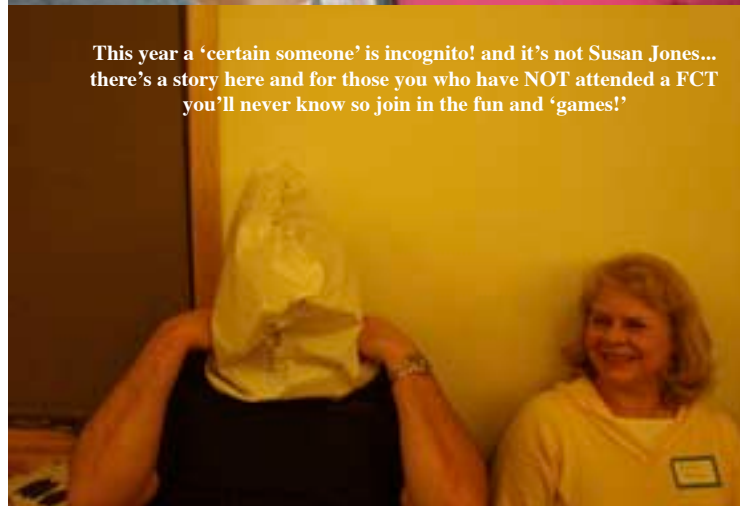
Incoming Prez Bret Bailey and outgoing Prez Kim Fritze enjoying a laugh



Liz Dixon (r) and friend, Tanya, bring their youthful sparkle!



Jill Daneu is lucky winner of Porsche Tire Gauge - what every woman should have!



This year a 'certain someone' is incognito! and it's not Susan Jones... there's a story here and for those you who have NOT attended a FCT you'll never know so join in the fun and 'games!'



Bret Bailey 'lightly' touches his car to avoid those nasty fingerprints!



Lovely, spiny black P-car!



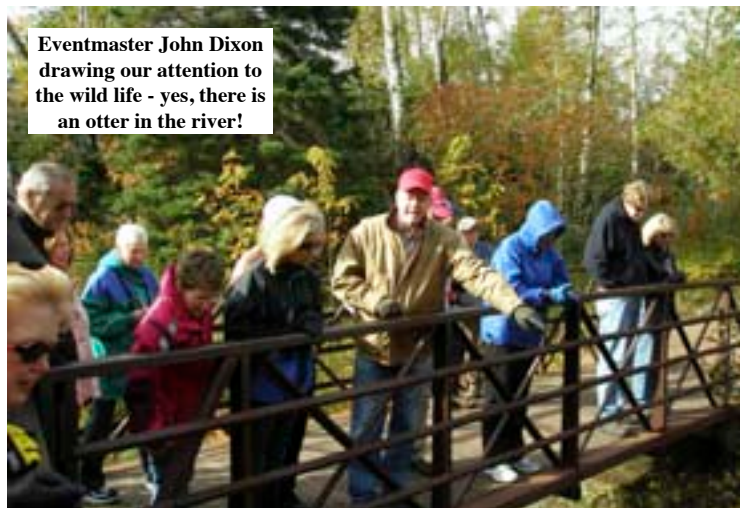
So, do you think this bridge can hold all of us??



Real birch bark canoes at Grand Portage - along with the tools to make them



Cars make their way to our lunch spot in Grand Marais!



Eventmaster John Dixon drawing our attention to the wild life - yes, there is an otter in the river!



Fur pelts at Grand Portage National Park - what a 'cool' place!



Yes, yes, that really is an otter at river's edge and he's really eating fish!



Grand Portage: Naming This Place

Map of Grand Portage Park

The Test Drive of All Test Drives . . .

by Steve Thompson

On a beautiful morning last summer, I and 40 or so other Porsche owners gathered at Dakota County Tech for an opportunity to test drive five cars the way that they ought to be tested. The Cars: Cayman, Cayenne, Panamera, Carrera, and Boxster Spyder. The tests: wet skid pad for the Cayman or Carrera; lead and follow on the outer track for the Cayenne and the Panamera, and autocross on the inner track for the Spyder.

All of this was possible because of the efforts of some wonderful people at Porsche North America and the great people at Carousel and Maplewood Imports.

Following a continental breakfast, and a chance to visit the ubiquitous boutique, we were divided into groups and introduced to the Porsche professional drivers/instructors from the school in Alabama. My group headed for the skid pad first.



Driving either a Carrera or a Cayman (I had the Cayman) we headed out, one at a time, onto the pad, which was being continuously watered. We were told that we weren't there just to have fun (right!). Rather, the instructors were going to improve our skid correction skills. Driving figure 8's, my instructor first had me go into an understeer skid and then correct it. That was fairly simple and after one try we moved on to the oversteer skid.

This was much more difficult. The first two or three laps produced no skid, despite my efforts to hit the throttle and turn in as instructed. On the next the lap, the instructor's increasingly earnest importations induced a little baby skid from which I recovered. Despite my efforts, the next couple

of laps produced no skids. I could tell that the instructor was getting frustrated, so I finally summoned the courage to hit it really hard. The result was a 720 that was over almost before it began—certainly before I could react. A few more laps, alternating between no skid and donuts, and then it was time for someone else to try.

I was feeling a bit embarrassed as I returned to the group, but as I watched driver after driver go out and have the same results, I began to feel better. One by one drivers would return, amazed at how difficult it had been to make the car skid. The Carrera, with its rear engine, might have been slightly easier to put into a skid, but not by much.

We hadn't learned much about correcting a skid, but this is Minnesota. We get lots of practice. And, we did have fun.

On to the Cayenne and Panamera. Four of each for a lead and follow drive. By chance, I was the first driver in the first Cayenne behind the instructor. We headed out and approached the first turn. It seemed to me that he was going a bit fast for such a big high car heading into such a tight turn. But, I thought, he knows what he is doing, so I'll keep up. But then I realized: he's a PROFESSIONAL DRIVER. On a CLOSED COURSE. I am not supposed to try this!

Nonetheless, I forged ahead as fast as I dared. Every ounce of driving experience was telling me that this vehicle was going to get loose at any minute. I was prepared to use whatever skid avoidance skills I had just learned on the



pad. But nothing happened. The Cayenne took the turn with surprisingly little lean and without any hint of letting go. Murmurs from the others in the car told me that I was not

Continued on page 24

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Book Reviews for Porschephiles

The Affordable Porsche - The Complete Guide to Buying & Running a Low-Cost Porsche by Lain Ayre, published by Haynes Publishing, Sparkford, Voeville, Somerset, United Kingdom

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

It seems that promoting economical Porsche ownership is all the rage in the motoring press these days, but this 160 page book is necessarily more complete than the magazine articles on the same subject. Written for an English audience (and replete with British idioms) it is refreshing to notice illustrations shot on the grounds of the old Dunkle Brothers Swap Meet in Anaheim. As a matter of fact, Mr Ayre touts Southern California as cost effective source of economical Porsche bodies and chassis, even for Englishmen (especially if the purchase trip can be combined with a family vacation to 'the States'). Interestingly though, he recommends replacing the sun scorched SoCal rubber and upholstery with used items from rusted out local (English) vehicles (whose interior, he points out, may never have seen the sun), when the car arrives in England.

The author's view of affordable is £10,000 or less (\$16,000 on this side of the pond). If that seems like a high limit for affordable, he does point out that some models (e.g. 912s 914s, and the front-engined water pumpers) can provide excellent performance and service for less than half of that limit. Profusely illustrated with specific examples of things to look/watch-out for, there are also some enticing salon shots of the different models.

Coverage is complete. The book is organized by model. In a very personal way he discusses what you can get, for how much money, model by model, and by 4 year groups within the 911 range. Twelve chapters deal with cars; four more deal with general considerations in buying a car (locally and overseas) and with specifications/technical data and VIN/engine number translations. Each model/chapter includes useful sidebars:

1. Basics - dealing with the characteristics of the body, engine, transmission, etc.
2. Evolution - highlighting the year by year changes
3. Production - tabulating the number of cars produced by year, by body style, for that model.

These are very concise and very informative, exemplifying considerable research. Each model section also has a narrative hands on view describing ownership issues from the perspective of a professional mechanic or driver, and an owner's view presenting the experiences of an owner of the model in question. All in all, this book presents a very thorough analysis of the pros and cons of various models and model years.

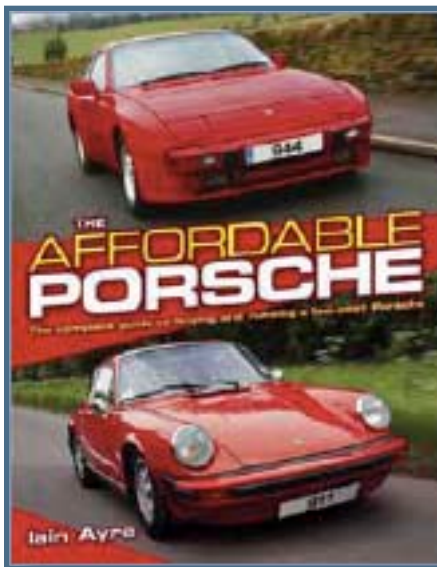
It's a pity this book doesn't cover all Porsches rather than just the cheaper ones, because the informative honesty

and concise presentation of year/model characteristics, in a very readable fashion, makes this book a captivating, informative, even educational, read. Though lacking an index per se, the consistent structure of each chapter, and the conciseness of the presentation make *The Affordable Porsche* a useful reference source as well as providing entertainment on a cold or rainy afternoon.

The Affordable Porsche is not a reference book as much as a story. The descriptions of good points and bad points of the various model/years make interesting reading for anyone interested in Porsches. The narration is very informal and conversational. Some

of the remarks made are rather surprising, not at all what one would expect from a car book. For example, when reading about '80s 911s, one comes to this: "... during this period a lot of red 911s were bought and flaunted by aggressive and flashy individuals ... by the mid-1980s it was very unlikely that the driver of a 911 would be let out of a side street, if anybody had the option to cut them off."! There are even snide remarks about Roots Group and British-Layland build quality, as well as some un-complementary remarks about one Margaret Thatcher (I trust you remember who she is/was). This is a book to read and enjoy. And once you have done so, this reviewer will bet that you will keep it on your bookshelf rather than send it to Goodwill.

The Affordable Porsche, priced at \$34.95, is available from your favorite bookseller (ask for it) or from Motorbooks at <http://www.motorbooks.com>





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the only one who was surprised that we were still facing in the right direction.

After that first turn, I became braver on each succeeding turn until I was ready to push the professional driver. It was then, of course, that my allotted four laps came to an end and I had to turn the car over to the next driver.

Whereas the Cayenne astounded us with its handling, the Panamera seduced us. This is a large car. It feels roomy, but not huge. It feels solid, but not heavy and certainly not ponderous. It exudes a restrained luxury but, like all great German big cars, its handling is spirited and extremely competent.

As impressed as we had all been with the handling of the Cayenne (which did feel a bit heavy), we knew that was due mostly to the expectations we had for an SUV, even if



it was a Porsche. The Panamera made that clear. There was no feeling of impending doom as I headed into the first turn at the same speed as the instructor. The car was fluid, even graceful.

Most telling was the time difference around the track between the two vehicles. For each group of drivers, the Cayennes went off first and the Panameras waited until the Cayennes were about two-thirds of the way around before

starting. After the four laps, the lead Panamera had caught the fourth Cayenne.

The final driving experience was the Boxster Spyder. As a Boxster owner, this was the one that I was most curious about. I assumed that it would be quick, nimble and impractical. It is. Unless you drive the track every day, this is not a daily driver. No radio, no air conditioning, no door handles—just straps—and a manual drop top that, realistically, takes two people to lower or raise. Its ride, though better than many subcompacts, is not smooth

It is quick, very quick. And it is nimble, very nimble. To experience the Spyder, we were to run an autocross on the inner track. I had never driven an autocross and was looking forward to it. We were given one trial run, which I spent mostly feeling out the car and trying to avoid hitting



a cone.

After the timed run, I was feeling good about not having hit a cone and about what I felt was probably a respectable time. After we were shown the actual times, I was feeling good about not having hit any of the cones.

All of the vehicles were very impressive, but discussions over lunch, provided by Porsche, kept coming back to the handling of the Cayenne. Its cornering abilities were the real eye-opener of the session.



For fun, here is a little reminder of what summer looks like here in Minnesota as we 'enjoy' one of the snowiest winters in a long while!

From the August event 901-O-Rama organized by Gordon Maltby and Mark Bouljon of Carousel Porsche held in Marine at St. Croix is a line up of some of the 901s gathered that day.

For those who attended, it was a HOT day (I remember it well!) with the local restaurant not an air-conditioned retreat.

Hopefully the gathering will happen again!

Great turnout of local cars not often seen and many that are out and about on a regular basis!

Photo by Dave Weisel
(best viewed online in color!_



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Reading our Tires . . .

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

There is a lot of useful information included on the sidewall of our tires. We'll try to simplify it by taking it one part at a time.

DATE OF MANUFACTURING

Tires actually have a shelf life. It is recommended that tires over 6 years old be removed from use.

Obviously, tires that are subject to permanent UV damage from the sun can deteriorate sooner than those that are protected from the sun's rays. The U.S. Department of Transportation (DOT) in particular the National Traffic Safety Administration (NHTSA) has required tire manufacturer's to stamp the date of manufacture right on the tire's sidewall, but they've allowed them to code that information.

Prior to 2000 manufacturers could stamp the code on the inside of the tire, but the NHTSA mandated a few years ago that the code be moved to the outside of the tire, allowing the manufacturers to phase in this information with a deadline



The last four digits 3507 tells us that this particular tire was manufactured in the 35th week of the year 2007.

Prior to the year 2000, only three digits were used. The first 2 were for the week, but only one digit was for the year, so there's no way to determine from what decade that last digit is from.

In this TIN: DOT EJ8J DFM 408

The last 3 digits 408 tells us that the tire was manufactured in the 40th week of 1998 (or 1988, 1978, 1968...).

SERVICE DESCRIPTION

On the sidewall, you will also find tire's Service Description which identifies the Load Index and the Speed Rating.

Let's study the following example: 225/40ZR17 94Y



The first part corresponds to the tire's physical size (more on that later) and the last grouping corresponds to the Load Index and Speed Rating.

The 94 corresponds to its load carrying capability. In this particular case an Index of 94 corresponds to a load of 1477 lbs (670 Kg). The higher the Load Index (LI) number, the higher the tire's load capacity is.

The typical Load Indexes for passenger cars range from 70 to 110 (following is a sample):

LI	Lbs	Kg
80	992	450
81	1019	462
82	1047	475
83	1074	487
84	1102	500
85	1135	515
86	1168	530
87	1201	545
88	1235	560
89	1279	580

LI	Lbs	Kg
90	1323	600
91	1356	615
92	1389	630
93	1433	650
94	1477	670
95	1521	690
96	1565	710
97	1609	730
98	1653	750
99	1709	775

LI	Lbs	Kg
100	1764	800
101	1819	825
102	1874	850
103	1929	875
104	1984	900
105	2039	925
106	2094	950
107	2149	975
108	2205	1000
109	2271	1030

The "Y" is the Speed Rating, which in this case signifies that the tire's maximum speed is 186 mph (300 kph).

If this Speed Rating were in parentheses i.e.: (94Y) it would signify that the tire has been tested at speeds in excess of 186 mph (300 kph).

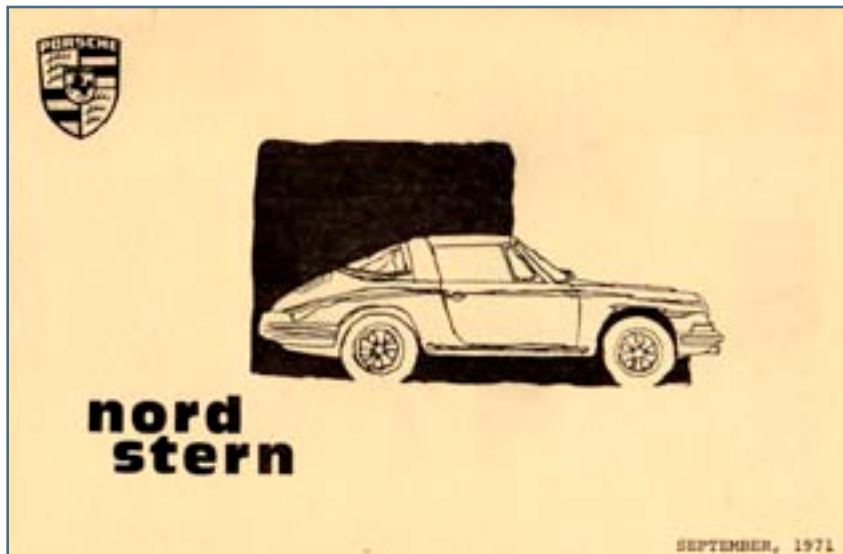
When Z-speed ratings first appeared on tires, it was thought to reflect the highest tire speed rating that would ever be required, in excess of 149 mph. Because high performance automobiles keep getting faster and faster, the industry added W- and Y- speed ratings to indicate the tire's maximum

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



Our calls have been answered! Just when I thought I was almost done with this column and almost to the bottom of my stack of old Nord Sterns, Club members have heeded our requests to find those dusty boxes and send them in. Thanks so much to Thomas Longfellow, Roger Johnson, Randy Chadwick, Jeanne Andeweg and Gordon Doering. So Christie says I should keep working on this project unless or until a ground swell of public protest arises. Since the historical aspects were so cool 40 years ago but the photography was much improved in the '80's years, I'll mix them up and make the column non-linear without repeating issues already covered.

- Can-Am will come to Donnybrooke September 11th and 12th.
- The Porsche calendar can be had from Stuttgart for \$3.60; allow three months for delivery.
- Three 914-6's finished 1-2-3 in an 86 hour race at Nurburg Ring (sic). They were followed by a BMW 2002 and a 911S.
- Nord Stern has a "Women's Activities" Committee and a beef stew recipe at the end of the issue.



January, 1971 Above, Anonymous Cover Art

- Jim Harris is President and Mike and Judy Maccanelli are doing the newsletter.
- The President says "There has been a tradition in this club to have an ice event (Icekhana, sometimes race) early in the year."
- **Nord Stern is up to about 200 members.**
- Members are reminded to watch Peggy Fleming in her Porsche at Sun Valley on January 24th.
- The calendar includes a tour and camping trip to North Shore in October.

**THE FIRST
TICKET FOR
SPEEDING
YOU'LL BE
HAPPY TO GET.**

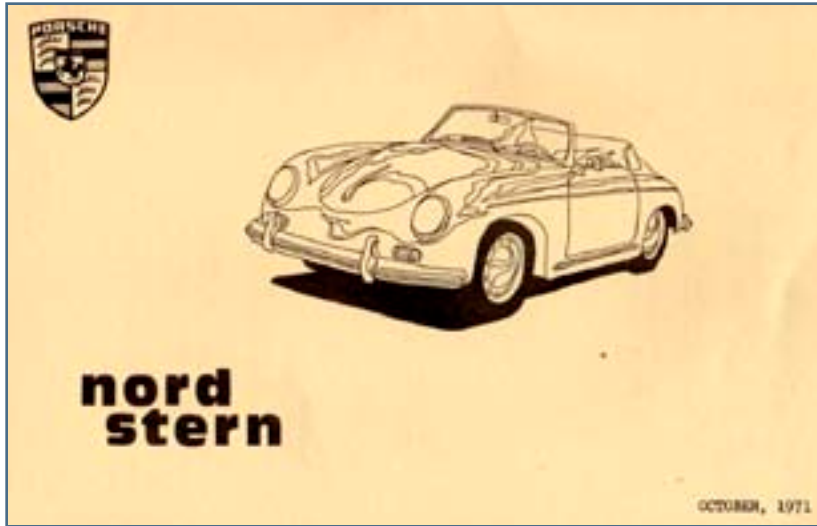
**NORD STERN JUNE SPRINTS
1 1/2 DAY EVENT AT BIR.**
 Saturday Track Open 7:00 AM
 Tech at Track for Out Of Town Cars
 Starting at 7:30 AM
 Drivers Meeting 8:00 AM at the tower
 Saturday practice 8:30 - 10:00 AM
 One practice session per run group!
 Saturday timed runs 10:15 - 1:15 PM
 Saturday afternoon FREE TIME, get a
 sun tan, fish, shop etc...
 Go on a Bill Groschen Porsche tour
 starting at 1:30. Meet at the main
 gate and we'll have a fun afternoon
 touring in our Porsche's. We'll end
 up at a to be announced eating pla
 up at a to be announced
 eating exporium.
 Sunday Track Open 7:00 AM
 Sunday practice 8:00 AM - 12:00 noon
 Lunch 12:00 - 1:00 PM
 Sunday timed runs 1:00 - 5:00 PM
 Both sets of timed runs will count.

**Right, Bill
Groschen and
Hank Godfredson
do a June Sprints
ad**

Scanning the Past!

by Ron Faust

Below, Cool highlights: the artist was unfortunately not credited



September, 1971

- Darrel Coleman gives a tech article on motor oil, then classified by a long list of designations such as SD, SA, SB, SC and on and on. Multigrade oil was not recommended by the Factory then, which the author felt is "OK ...if you change oil faithfully every 1000-2000 miles or every month whichever comes first."
- Four rallies and four autocrosses were held in 1971.
- An ad offers a 1968 912 with 43,000 miles for "best offer".
- Schimelz Porsche-Audi advertises from a new location on Highway 61 just below 694.

October, 1971

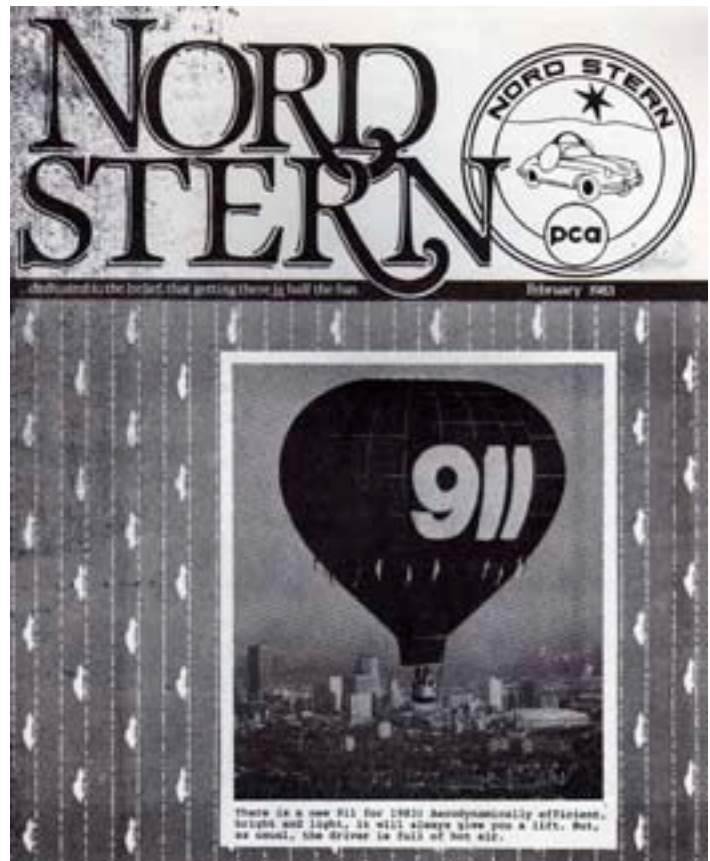
- The ad from Carousel (then in Hopkins) features an immaculate 914/6, 5 speed, tangerine with only 14,000 miles offered for \$5000!!!
- Five Porsches and an Opel GT made the October 2nd camping trip to the North Shore, the rain ending just before they pitched the tents at Cascade River State Park. As they said at Woodstock, "A cloth house is all you need if you've got love." If that's not already enough to prove how tough they were back then, Jim Harris says he had three adults, one child, and complete camping and cooking gear for this trip in his 356 Cabriolet.
- The LaPlantes have acquired a 914-6, but Ralph Inman

now has two Speedsters and a Cabriolet. Everybody collects something.

February, 1983

- An ominous cover shows a big black hot air balloon with "911" on it floating over a Minneapolis skyline with an inflated Metrodome but sans skyscrapers.
- Lane Hawkinson is President and Phyllis Godfredson is Newsletter Editor. She was given the official Nord Stern stapler at the monthly meeting.
- Phyllis writes in her column about questionnaire responses asking for info regarding 356's. "I was so charmed by what I began to learn about them that I talked Hank into buying one!" That is a good woman!

continued on page 30



Above, Ominous February 1983 cover

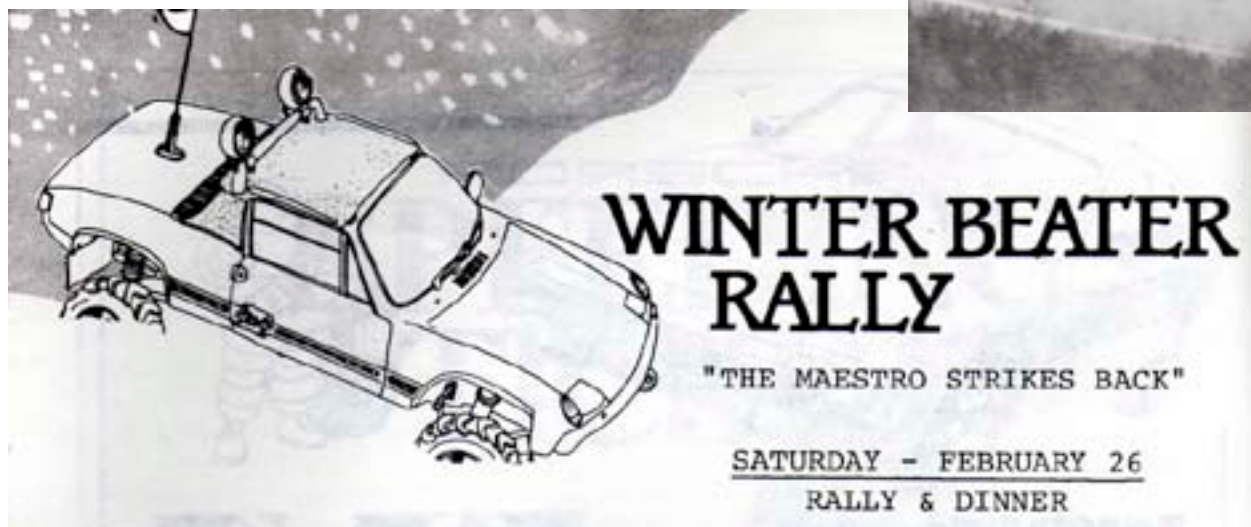
Scanning the Past!

by Ron Faust

- At the business meeting there were proposals to invite the Vintage Car Club to the track and Robin Boone proposed we share BIR with CRA, a motorcycle club. It was agreed not to rent the track with another club (but presumably to allow their registrations).
- An article from Gordon Maltby titled "Rallying Demystified" defines the sport as "essentially, a matter of getting from point A to point B without getting hopelessly lost- or at least having the good sense to give up when you know you're lost."
- In Gordon's list of rules:
 - "One sure way to tell whether you've had fun: are you still on speaking terms with your Navigator?"
 - If you think you're lost don't panic. There are plenty of good motels in North Dakota.
 - It's not bad to have a map of the five state area (just in case) and remember- the sun comes up in the east and goes down in the west.
- Driver's Training will take place on a Thursday at the end of May (not preceding an autocross weekend). Enrollment will be limited to 22 students. Cost is \$55.
- The Editor defines rally terms and conventions:
 - Roads marked private, keep out, dead end, no outlet... don't exist.
 - References to stop signs are only the ones at which you are obligated to stop.
 - Checkpoint- assertion by a Czech.



Right,
Driver's
Training
Session ad:
where's the
roll bar?



Left, Nifty
artwork graces
the winter
beater rally ad

Scanning the Past!

by Ron Faust

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Rennwerke

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engine / transmission
carbs rebuilding**

SPECIALIZING IN 356 & 911s

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US 41
Singer Lake
Singer Lake Inn

Rennwerke

Automotive Excellence in Porsche/Vintage Cars




Above, Stylin' in 1983 and left, 2:83 Larry Skoglund ad is beautiful; if you needed a map then, you had to draw one.

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speed:



W = 168 mph (270 kph) and Y= 186 mph (300 kph).

Elsewhere on the sidewall there is still more information, such as the Uniform Tire Quality Grade (UTQG) Standards. These Standards spell out the Treadwear, Traction and Temperature (Resistance) Grades.

TREADWEAR: Is a relative number because it indicates the relative wear compared to a test tire.

What's important is that the higher the Treadwear number the longer lasting the tread will be.

TRACTION: Indicates the tire's straight line wet coefficient of traction. This grade does not evaluate braking, or cornering in dry conditions, wet cornering or high speed hydroplaning resistance.

Traction Grade	g-force (asphalt)	g-force (concrete)
AA	Above 0.54	Above 0.41
A	Above 0.47	Above 0.35
B	Above 0.38	Above 0.26
C	Less than 0.38	Less than 0.26

The different traction grades are:

SIZE: The first segment (255) is the width of the tire in millimeters (10.04 in). The second segment (40) is the height of the tire (sidewall) as a percentage of its width. In other words, in this case, 40% of 255 mm = 102 mm (4.02 in). The "Z" is the speed rating and the "R" corresponds to the construction type (Radial). The "94Y" has been covered above. Additional markings, such as Type of Construction, Country of Origin and other are also to be found on the sidewall.

ROTATION: Many of today's high-speed tires have the rotation marked as well. Either by indicating the direction of rotation or by the word "OUTSIDE" which indicates that that part of the tire should face to the outside.



Many of today's tires are also asymmetrical and unidirectional, meaning that the tread pattern is different side-to-side and that they are meant to rotate in one direction only.

This means that they cannot be transferred from the left side of the vehicle to the right side or viceversa. In our modern Porsches it also means that they cannot be transferred front-to-back because the rears are generally wider than the fronts.

So, in order to have our tires last as long as possible, and because they cannot be rotated, as in conventional vehicles, it is extremely important to have the tires properly balanced, properly inflated and the car properly aligned. But that will be matter for another Tech Article.

You will note that we did not include INFLATION in this article. Maximum tire inflation is generally indicated on the sidewall as well, but it is a maximum number for structural integrity purposes. The correct inflation pressures for each vehicle are indicated by the car's manufacturers on a sticker generally found on the door or door jamb of the vehicle.

For more information on tires, please feel free to visit my web pages at www.PedrosGarage.com.

Happy Porsche'ing,
Pedro

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.

1967 Porsche 911 VIN307079 Restored 2010

Ivory with black interior. Newly rebuilt seats. This is an exceptional example of the early short wheelbase Porsche cars. Body and interior are in near perfect condition. The engine, with Webber carbs runs and revs freely. The mechanicals work in harmony. \$34,000. For photos and more information please call Hank Godfredson 719-661-8911.



1979 911 SC Targa

Think Spring! Car has 140,000+/engine 40,000. This car had 137,000+ on it and an engine with broken heads studs when I bought it. I intended to redo the engine, until I found a 204HP code 930/10 ROW 3.0 SC engine with 37,000 original miles. 24 hp over the US version 180HP 3.0 engines. New clutch pack and fork, Carrera chain tensioners and pop-off valve were installed prior to transplant. Refinished stock 6x16 and 7x16 Fuchs. DynaMat added to the floors and rear bulkhead. Rebuilt and re-bushed pedal assembly, shifter and shift linkage. Interior has been refreshed in black with Porsche script seats. The expensive part of this vintage of 911 (the engine) is taken care of for a long time. Car still needs body cosmetics for a few dings and things, tires and some Targa top work. No rust, anywhere no major body issues. Older metallic blue repaint over original brown or maroon. \$9450 obo Phil Hancock (612)308-2357 phancock356@hotmail.com



Wheels

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

WHEELS & TIRES

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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.

seemed to exhibit some signs of sun stressing on the lenses or heat damage to the rubber seals. In looking these cars over before I brought them into the fold, so to speak, the taillights were not as an important of an issue as previous salt damage, accident carnage, or interior degradation. Anything mechanical in question, ranked near the bottom of the equation . . . the desirability factor lie in the option packages, such as sunroof delete, Fuchs, sport seats, LSD, and the rarer sport suspension and handling groups. The series 1 cars , 82-85.1, do have certain issues regarding sealing to the body, the 85.2 and later cars do not. Several of my later series 2 cars have never had the trickle of water down the inside of the assembly . . . perhaps due to a better body seal, or lens to hardware structure.

Also, being careful with the right bulb fitment helps. One nearly perfect, very early '83 car July of '82, had a warped right lens due to someone placing a wrong bulb inside and causing it to heat to extreme. Result: a badly deformed lens over that bulb.

In pricing these from Porsche, which results in some very hideous quotes, I was told the left rear taillight seems to cost more because it apparently is changed out more due to errant parking maneuvers . . . striking the left lens on exiting

streetside parking. Less lenses in the supply chain. Higher demand, higher pricing.

Curiously, the same held true when I replaced all the lens assemblies on my 914 which I restored in 1994 . The left rear lens was in shorter supply from the Porsche parts depot and cost about 35 dollars more.

Phil, if it were me, I would hang on to those little gems if they aren't taking up too much space. Unless you wish to gift them to a good friend and Concours addict. They deserve a good home . . . lots of stuff on ebay going for 35-50 bucks, and you can be sure they are not perfect, if they are used.

In speaking about 944 value retention, both George Beuselinck and Bruce Anderson told me their thoughts regarding abuse rate of the cars seems to have left around 1/3 of the playing field out there. The rest have gone to parts-heaven or are making the trip there soon thru the spec class series. To say nothing of those still in post - pubescent high schooler's hands with - making rice - on their minds. 944's were never meant to expose their backsides with an open coffee can as an outlet for gas pains. Some day, as George said, but not in my lifetime, they will be worth a good sum. A good way to justify my reasoning for collecting the car . . . for the love.

Just my nickels worth of thought.

— Don Lawrence

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Out and About with Nord Sterners, and Friends!

Below and right, two views of the 918 RSR from Kim Crumb's friend Dave Muyres who was at the Detroit Auto Show (NAIAS), at the Global Introduction. Editor's Note: P.S. A little known connection in my life comes from having grown up in Detroit where my mother would work at

this Auto Show - despite the fact my father was NOT in the automotive business, whereas just about all my friend's dads were! Can we say 'cheesecake?' Yikes, but it was the 50s and 60s!



Editor's Note: I want this garage! Wow, Keith Jones came home to a very nice surprise recently and shares a picture of his 'gallery!' Best seen online, this wall color is fabulous (deep red).

Susan surprised me after one of my trips by painting one of my garage walls to match the Johnsonite Roundel flooring I have in my garage.

I thought it made the club race posters really pop!

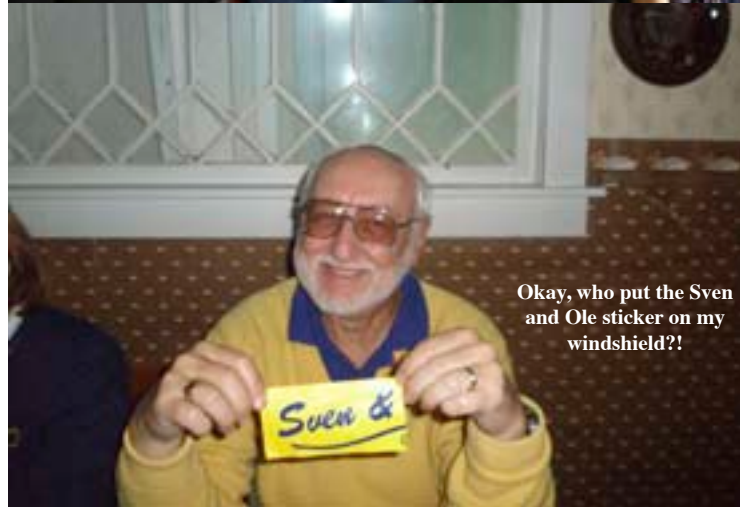




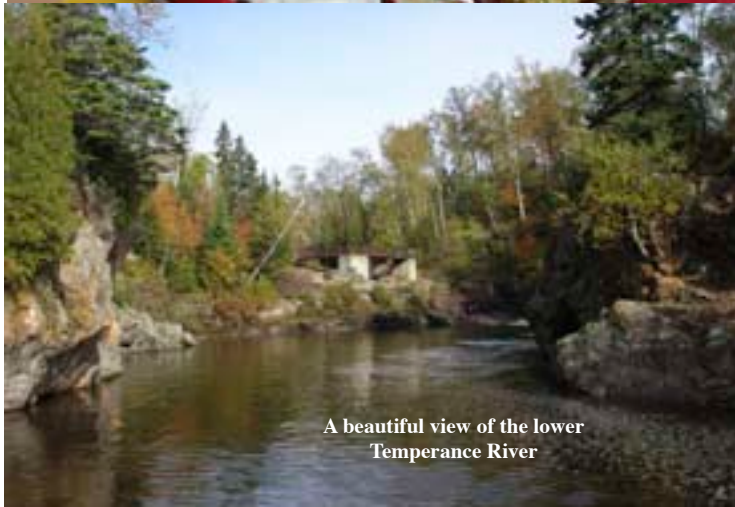
Our raffle number BETTER be called next



It's a long way back to Fargo/Moorhead so better chow down



Okay, who put the Sven and Ole sticker on my windshield?!



A beautiful view of the lower Temperance River



Keith Fritze (l) and Roger Grimm



Keith Fritze (l) and Roger Grimm



Don Miller, look what I won!



Did someone say there are bears in the woods up here??

Prez Kim thanks John for all his work organizing yet another fabulous Fall Color Tour!



Jayne and Rudy Mueller



Chris Rogers, Cheryl and Greg Adams



Susan Jones and John Dixon help Tim Fahey and Sarah DeLong with greeting participants at the Friday evening social



Scott and Kelly Hemenway



Steve Thompson wins The Test Drive!



Jason Bunting and Darlene Huisinger (not sure of spelling, says the editor!)



Ed Vazquez volunteers Prez Kim for clean up!



Carmudgeon Chronicles . . . lost and found

Ken Kamstra

This is about a “near death experience” I had last year. It happened while cruising in my aging but pristine ’85 Porsche. If you own old cars as I do, you know they need “exercise” now and then. Being a practical (read cheap) Dutchman, I convinced my wife/navigator, Marion, that we might just as well keep her dental surgery appointment instead of just driving aimlessly around..

“Kill two birds with one stone,” I said. Later, I would wish I hadn’t used those words. But it was a beautiful day and the Porsche was percolating with a nice rhythmic rumble.

What could go wrong?

The surgeon’s clinic was located in White Bear Lake. “A nice little town to visit,” I said, continuing my “let’s make it a fun day” campaign. Navigator Marion had extensive notes on how to get to the good doctor. “We’ve even allowed time to get lost” I quipped. What a happy day.

Then I saw it!

“Why does the sign say ‘Duluth’, Marion; shouldn’t it say ‘White Bear’?”

All at once we were on a freeway that was packed bumper-to-bumper with drivers who knew exactly where they were going and were in a damned hurry to get there. Those who weren’t in 18-wheelers had big honking Humvees or SUV’s.

They had no time for some nitwit in a pretty red sports car. They could and almost did squish us like a bug. I tried some course correction. Maybe we could find a way –legal or not – to turn back and get on the right road.

I only succeeded in near collisions with the roaring behemoths all around us. They rewarded our efforts with air horn blasts, mouthed obscenities and not a few of the old third finger salutes.

Mercifully we found a quiet side road. Then we pulled into a gas station. “Why didn’t we think of this before?” I said. “I’ll just go in and ask how to find White Bear”

“You wanta da gas?” the lone operator asked. His English was broken. “No, I have plenty of gas but we’re lost. Can you tell us how to get to White Bear from here?”

“You justa go straight ahead you get there.” I relayed the good news to Marion. “We’re saved!” I said. Miles and miles later I realized our gas guy had no idea where White Bear was.

“Let’s go home,” I said. It was the best idea I had in the last hour or so. We went home. Called to cancel Marion’s appointment. Poured two large martinis. At least we could still find our way home,

Month’s past and except for recurring nightmares we tried not to think about it.

Then on Christmas ‘Eve we got a Garmin! Our daughter, Angela, and her husband, John, remembered our White Bear horror story.

Their thoughtfulness triggered my New Year’s resolution: *I’ll never get lost again!*

Ken: thinkmk05@comcast.net

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