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APRIL 2011





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A P R I L 20

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

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

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

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

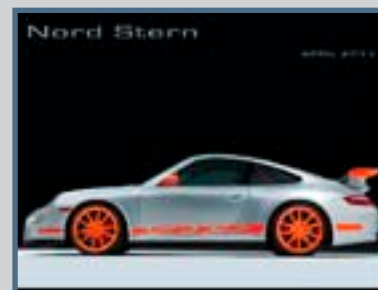
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952 432-3486

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Cover: PCA member, former Nord Stern resident (and still a member despite current North Carolina address!) Dave Robert's absolutely gorgeous GT3RS. Professionally photographed, we are excited to have the opportunity to feature it on our newsletter!



# 2011 Officers & Committee Chairs

## Address changes

### PLUS!

***“How to Join both PCA and Nord Stern Region of PCA”***

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or email:  
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**Send to:  
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**Reminder: Annual Dues are:  
\$30 for January to December**

***Check your mailing label  
for your expiration date!!!!  
Send Ed your address/phone  
number changes!!***

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913.780.6979 Home  
FAX: 913.780.6863  
zone10rep@yahoo.com

# The Prez Sez

by Bret Bailey

When I joined Nord Stern 10 years ago, I was both surprised and impressed with all the activities the club organized. I also noticed that like any volunteer organization, we have a committed group of individuals that contribute a good deal of energy to the club. I have to admit that I felt a bit like an outsider in conversations with some of the long term members as not only were they more knowledgeable about Porsches, but also about how our club was run. After attending a handful of DE's, I was asked to be an Eventmaster at a BIR event. Although I didn't know the full details of the job when I volunteered, I was matched with Jon Beatty, who filled me in on the details which mostly consisted of checking with other members who were already doing their assigned roles. It was a rewarding experience for me as I got to know many club members better and saw what a well-oiled organization we had.

I encourage you to get involved at any level in which you feel comfortable. If you have never been an eventmaster at a DE event, we can match you up with a teammate who "knows the line" around the event. Eventmasters have a radio and get to listen to the corner workers all weekend. That alone is worth it! If you are not sure how you would like to help, attend a business meeting or two and see the opportunities we have to offer. Please contact Jim Bahner or me with questions you may have regarding any volunteering activities.

I know many of you are on Facebook and Rennlist, but how often do you stop in to check out [www.pca.org](http://www.pca.org)? The website was given a nice facelift in 2009, and there have been several new areas added recently. Of course there are all the features you would expect, like how to renew your

membership or information about the next Porsche Parade, but if you search around the website, you will find lots of really great content.

One of my favorite features is Patrick Long's column. His monthly column is archived going back through 2008. He writes an entertaining take on various racetracks, how to stay fit for racing, and the life of a pro driver.

Pca.org also has several features to serve the membership. The Mart currently has over 300 postings for cars and it is easy to search or place an ad. There is a Tech Q&A with a wide knowledge base. I know there are people on our ClubTalk who I trust more than people on the internet, but I have found the information from this group to be quite accurate. It is also easy to search for those questions and answers that get asked

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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"

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

# Welkommen



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

**James Andrews**

2006 911 Carrera S  
Rochester, MN

**John & Courtney Dobratz**

1986 944  
Stacy, MN

**Matt Dowell/Brent Lundquist**

1992 911 Cab  
Rosemount, MN

**Michael Grabner**

1977 911 Targa  
Chanhassen, MN

**Steve & Kathryn Kemp**

2005 Boxster S  
Eagan, MN

**Chris Orr**

1996 911 C4S  
Eden Prairie, MN

**Chuck Porter/Betsey Porter**

1989 944 S2  
Hopkins, MN

**Richard & Curt Sanders**

2008 Boxster 2  
Woodbury, MN

**Terry & Janie Saxton**

Boxster  
Plymouth, MN

**Curtis & Elizabeth Witt**

1985 911 Targa Carrera  
Shakopee, MN

**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.

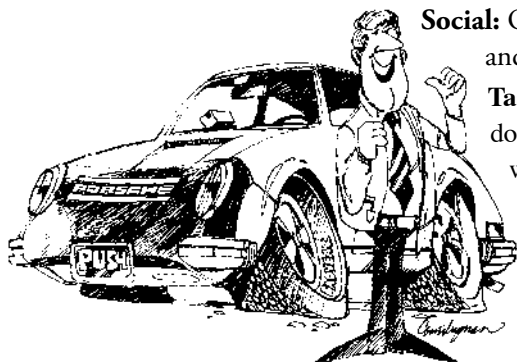
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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

First issue of Nord Stern that is not being printed and mailed. Wow, online only. Will anyone read it? Don't know and can't guess. There will be some, I know that as there are members who have indicated to me there actually only go online for it anyway.

Will there be a bit of a hue and cry when individuals realize they haven't seen a copy of it? I suspect there will be some as I'd be naive to assume all members have read the 'fine print' and info we gave out last month and included in the business meeting minutes. The business meetings are not attended by as many as they should. Nor do I think the majority of members read the newsletter - which is somewhat limited at times if info doesn't get to me for timely publication and PR, either. In our day and age some events get planned on the fly and 'last minute' although this club does have a certain number of events it runs each and every year that are quite predictable and MOST of the calendar is set at the beginning of the year.

So it's hard for me to be sympathetic to those who may start complaining or indicate 'no one told me.' But I work

in education, I see it all the time. And it drives me nuts as my personal expectations are that if you are interested in something (and being a member of Nord Stern would assume that premise) you'll make the effort to figure things out, or ask the questions, or go online to the website, or check the newsletter and go from there.

But, you may say, I am new to the club and have no idea what the club does?!! Here's where our New Member Socials (held each and every spring) are soooo helpful. On hand are representatives from the various events, long-time (and some not so long-time!) members with YEARS of experience and knowledge all available to give members that ever so helpful oversight of the who, what, how, why, when of the club. They have been held now but any of us can answer questions. And we really are a very friendly, helpful bunch of folks.

After all, we join for the cars but it's really about the people.

There is tons of stuff scheduled (some Nord Stern, some other clubs that we join with); this issue is full of info on upcoming events with dates, locations and contacts.

See you at the next event!



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# Letters to the Editor . . .

## Quotes!

*“Understeer is when you see the tree you are hitting, if you only hear the tree then it was oversteer.”*

– Walter Röhrl  
submitted by Lee Jacobsohn

**O**versteer scares passengers, understeer scares drivers

**M**ario Andretti once allegedly said: *“It is amazing how many drivers, even at the Formula One level, think that the brakes are for slowing the car down.”*

– submitted by Bruce Boeder

## Advertisers/Paint Shop Recommendation

**I**m considering having the front bumper cover of my arctic silver metallic 997 repainted. DEs at BIR have been hard on it. Lots of stone chips. I hear it's tough to match a single panel with metallic silver. I'd rather not repaint the whole front end of the car. Anybody have a body shop recommendation? Maybe I'll have a clear bra applied after it's been repainted. Any suggestions installers? Thanks,

– John Blackburn

**I** have had great experience with Collision Center in Golden Valley. They did the front bumper on my wife's ML320 a few years ago and more recently the front end of my daughter's VW Beetle after a light \$5,000 “mishap”! They do great work if you are on the west side of town.

– Neil Bergquist

**R**aymonds Auto Body in St Paul did a great job on matching the hood and front fender on my arctic silver metallic Cayman S. The entire experience with them was outstanding and I would highly recommend using them.

– Michael Bredahl

**I** had two wonderful jobs done at Raymond Auto Body. I worked with Rick, however, I know he left (moved to Florida), so try Jerry.

– Todd Smith

**I** would like to second all the recommendations from those who mentioned Raymond Auto Body in St Paul and Collision Center in St Louis Park. Raymond does work for Maplewood and I have never had a bad experience with them, Jerry goes out of his way on the little things. Likewise for Collision Center in St Louis Park, ask for Terry. I have had personal experiences with both so these are my recommendations. May I point out that these two are advertisers in Nord Stern so please mention that you were recommended by Nord Stern members. As far as a clear bra for prevention, another advertiser is Dent Kraft plus in Plymouth has the precut 3m applications that will prevent future road rash. You may want to explore both procedures at the body shop of your choice so that you pay one invoice.

– Ed Vazquez

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# A Challenge: Who Do You Know Who Wants To Try Driver Training?

by Michele Deml Johnson

Calling all Nord Stern track enthusiasts . . . we need your help! You may not realize Nord Stern has experienced declining participation at Driver Training and Driver Education events over the past couple of years. We need your assistance as ambassadors to help reverse this trend.

The reasons for the trend are varied and are somewhat cyclical. Families are changing and some cannot devote as much time to track events. Some club members have relocated. Others are focusing on Club Racing. Whatever the reason, we need, as a club, to ensure we have a pipeline in place to keep a solid core of new drivers participating in our track events to ensure the club can continue to offer the variety and number of track events. This helps keep the track costs affordable, fills out our run-groups and allows Nord Stern to offer a full range of programming throughout the driving season.

Someone else who was already active introduced most of us to track events. While we may have had a desire to try out our sports car on a controlled high-speed venue, or have always loved road racing from afar, we may not have known how to get on the track ourselves. This is where you come into the equation! As most of us say . . . ***Nord Stern is about the people.*** It's the people make this club what it is. We need to continue to attract people (new folks and those who are members of the club but have not YET tried track activities) to something that is such a vital part of Nord Stern. The driving experience encompasses not only the school, but also the social time where people connect with other Nord Sterners.

As a veteran driver, you know the ropes and can help educate the car lover about what to expect from a driving experience. You do not have to have all the answers, just steer the person in the right direction. The club can help you fill in the details. If each one of us encouraged one person to participate, we would have an abundance of participants – now that would be a great “problem” to have!

To help you spread the word and recruit new drivers, use this edition of your Nord Stern Newsletter. It has great information to share with a potential driver, or with someone who may have tried the track once before and needs a gentle nudge to come back again.

Here is the 2011 schedule of events at BIR (you can always find these dates on the calendar at [www.nordstern.org](http://www.nordstern.org):

## DRIVER TRAINING

Friday, April 29

Friday, September 9

## DRIVER EDUCATION

April 30 & May 1

June 18 & 19

July 11 & 12 (at Road America in Elkhart Lake, WI)

July 29, 30 & 31

September 10 & 11

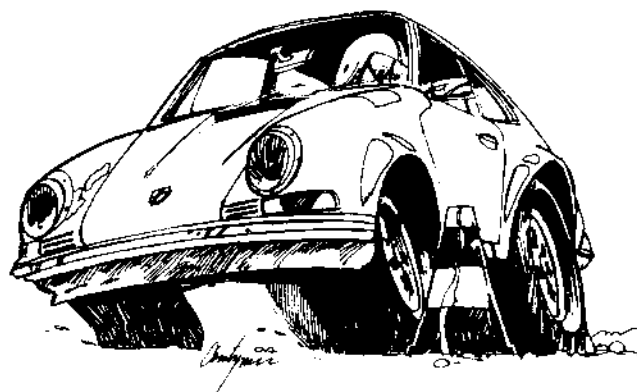
**Driver Training:** A driving course designed to teach and enhance high-speed driving skill and technique on an actual racecourse. Training includes class sessions, on-track exercise plus supervised lapping session. This course is a prerequisite for Driver Education participation. It includes both Novice and Intermediate level options.

**Driver Education:** High-speed driving event on a closed-course racetrack where drivers are grouped according to prior lap times. Must have successfully completed the Novice level of the Driver Training course.

Questions, contact Ron Johnson, Driver Training Chair. He can be reached at (612) 730-2351, or [porschebreathe@earthlink.net](mailto:porschebreathe@earthlink.net).

During the 2011 season, we will track the source of all Driver Training enrollments. We will be tracking who has referred members to Driver Training and Driver Ed events. The person who refers the most people will be recognized at the end of the season.

Will it be you?



# All Porsche and Poster Show

## Sunday, June 26th

Central Park, Roseville

10 a.m. to 2 p.m.

**Suggested Donation: \$20 per car to Courage Center**

Plan now to be part of the Midwest's largest annual gathering of Porsches. An added attraction to this year's show will be a display of Porsche Posters from the heart of the **Erich Strenger** era. Several local collectors have joined together to present some of the most attractive and collectible posters from the 60's, 70's and 80's. You will find this display in the shelter at Central Park and there will be no charge for viewing. Don't miss this chance to see the posters which documented Porsche race victories and driver successes in the golden age of Porsche racing.

Join us on Sunday, June 26 at Central Park in Roseville for the **Fifth Annual All Porsche Show** presented by Nord Stern Region, PCA.

**Bring family and friends for a great day in a beautiful park.** You'll see some old friends, make some new ones and have the chance to see some



Porsches you didn't know existed in these parts. You can bring a picnic lunch or get some tasty sandwiches and drinks from the refreshment stand.

**The All Porsche Show** is part of Roseville's annual RoseFest and has become a significant part of this civic celebration. Everyone is invited to attend and there is no admission charge to the park. Porsche owners will be asked to make a \$20 contribution to Courage Center.

**Central Park** is on Dale Street in Roseville, about 1 mile north of MN 36. Coming a bit early will help get the display grounds organized in time, and having your check or cash ready at the entrance will also speed things along. A receipt will be ready at that point as well.

**There are no trophies and no competition.** All you can do is have a good time in the park with friends. So, give Ol' Paint a bath and show her off to your friends. If you have questions, or if you can help with the event, call Eventmaster Phil Saari (651-484-0303).



See you at the **All Porsche Show!**

# 2010 Nord Stern Event Calendar

<i>April</i>	<i>2011</i>	<b>26 All Porche Show - TBA</b>	<i>2011</i>
<b>2 New Member Social</b> Auto Edge, 10:00 am to Noon See pg 10 for details		<i>July</i>	
<b>2 Tech Session: Getting Ready for DT &amp; DE</b> Auto Edge, Noon to 2 pm, see pg. 10		<b>11-12 BIR at Road America</b> Monday and Tuesday Driver Ed Event	
<b>12 Nord Stern Business Meeting</b> Location: Ramada Mall of America Airport Questions? Prez Bret Bailey 6:30 Social, 7:00 Business Meeting		<b>29-31 BIR Club Race and Driver Education</b> Eventmaster: TBA	
<b>29 BIR First Fling Driver Training</b> Ron Johnson, porsche freak@earthlink.net		<i>August</i>	<i>2011</i>
<b>30- May</b>	<i>2011</i>	<b>6 Vino in the Valley</b> Eventmaster: Randy Walker, rswalker@baldwin-telecom.net, details TBA	
<b>1 BIR First Fling Driver Education</b> Eventmaster: TBA		<i>September</i>	<i>2011</i>
<b>1 Maplewood Imports Auto Fair</b> 10:00 a.m. to 2:00 p.m. More Details to follow George Andeweg, gandeweg@hotmail.com		<b>5 Annual Rochester Labor Day Picnic</b> 1 - 5 p.m. Location: TBA Contact: Jeff Boehm at jbandbj@chartermi.net	
<b>14 2011 Nord Stern Spring Drive - in 3D</b> St. Bonifacius 9:30 am Details on page 31		<b>9 BIR Last Fling Driver Training</b> Ron Johnson, porsche freak@earthlink.net	
<b>14 Intermarque Car Show at Como Park</b> St. Paul, MN 10:00 a.m. Contact: Andy Lindberg 651-292-8585 Cars arrive early each year!		<b>10-11 BIR Last Fling Driver Education</b> Eventmaster: TBA	
<i>June</i>	<i>2011</i>	<b>11 The Wayzata Rotary &amp; Minneapolis Club Charity Car Show</b> 10:00 a.m. - 4:00 p.m. Contact: Marty Schneider 612-237-3843	
<b>11 17th Annual German Carfest</b> Veteran's Park, Shakopee, MN Contact: Paul and Chris Bergquist 952-937-1822 or pbassocinc@aol.com		<b>23-25 Annual North Shore Color Tour</b> Blue Fin Bay in Tofte, MN Eventmaster: John Dixon, eyerack@tcq.net	
<b>18-19 BIR Fast Fling Driver Education</b> Eventmaster: TBA		<i>November</i>	<i>2011</i>
		<b>20 Joint Event with Mercedes-Benz Club</b> Old Log Theater - Noon lunch with Matinee Eventmaster: Paul Bergquist pbassocinc@aol.com	



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# Them's the Brakes . . . Some ramblings on those mechanic devices that slow our cars down

by Lee Jacobsohn

## Basic thoughts on brake maintenance for track days

A recent question about brake maintenance on Clubtalk caused me to wonder why we spend so much of our time discussing our cars' brakes. I remember Bob Johnson once saying Nord Sterner's worry too much about their brakes; they don't make the car go any faster. Bob Johnson's comments have been echoed by many famous racers over the years. When asked a question about brakes in a pre-race interview one driver said, *"I try to use them as little as possible, next question please"*.

## So why do we Nord Sterners devote so much conversation and time to our brakes?

The first reason is because we can. When many car enthusiasts first get a nice car they wash and wax it frequently because it's all they know how to do, and it may be the only activity they have the proper tools for. If the enthusiast starts going to track days they augment their knowledge and tool set to include the ability to check tire pressures and change wheels. At the track they see people bleeding brakes and changing pads and they learn that these are fairly simple tasks requiring only a little more work than that of changing tires. So the track day participant starts bleeding their brakes and checking pad wear and swapping tires once or twice a day because these are the mechanical things they can do. After brake work the next leap in mechanical knowledge and tools is too great for many weekend drivers to cross. Those that attempt to tackle bigger projects may find themselves sheepishly towing the car with a box of parts to their regular mechanic. I quickly learned that working only on brakes, washing and waxing saved me money. I thought oil changes would be simple but I managed to do a \$700 oil change on a Carrera early in my driving career, that's a story for another day.

The second reason is the advent of aftermarket wheels that allowed us to see the brake calipers and high temperature paints that allowed manufacture to paint their calipers fancy colors. I wonder if the marketing department at Brembo realized how they would impact aftermarket sales when they first painted a caliper bright red. These aftermarket larger brake packages for our Porsches quickly became known as "Big Reds". The visibility of these large colorful hunks of

metal quickly led to drivers wandering around the paddock with brake envy, and the brake wars began. Drivers who previously had no trouble slowing for corners went out and spent large sums of money to increase the rotational mass of their rotors and add more unsprung weight to all four corners of their cars. It would be interesting to know if drivers experienced an increase or decrease in their best lap times with the addition of bigger brakes. This is not to say bigger brakes don't have a positive value, with heavy vehicles in a race, especially an endurance race, larger brakes will be more resistant to fading and last longer. On the other hand, big brakes on a street car are primarily for show and often purchased because of the way aftermarket wheels can make the stock brake calipers and rotors look puny.

## Some facts, tips and personal opinions for preparing your brakes for track use

First, check that you have nice thick brake pads. Measure the thickness of a new brake pad. Measure just the pad material, exclude the backing plate. When the pad material gets much below half thickness you want to consider putting in fresh pads for the track. Brakes work by turning the energy (speed and mass) of the car into heat which is absorbed and then dissipated by the brake rotor. The level of heat can be very high, easily high enough to degrade brake fluid, rubber dust boots and caliper piston seals. The best way to protect the brake fluid and rubber parts from heat is with thick pads that can insulate the caliper from the heat. Second, what is the condition of your brake fluid? In most cases if the system has been flushed in the last year or two and you're using a high quality fluid you should be in good shape. It's a good practice to bleed off a little fluid after each track weekend, or if needed after each track day. If you do these little bleeds often enough you can probably skip the annual flush of the system. It is also a good practice to bleed brakes prior to changing pads so you don't push the old fluid from the caliper back up into the system. I've found ATE blue, ATE gold and Ford High Performance brake fluids to work well. While I have no personal experience with the more expensive fluids like Castrol SRF or Motul I've heard some drivers that had soft pedal issues resolved those problems by using these fluids. I'd just suggest, don't go to these expensive fluids unless you

Continued on page 15

# Nord Stern - Your Access to Track Events With a High Performance Car

by Jim O'Brien, DE Chair

To get the most enjoyment out of owning a Porsche or other high performance car, consider participating in the Nord Stern Driver Education Events taking place at Brainerd International Raceway, Road America, and other nearby venues.

While the track events are sponsored by the Nord Stern Region of the Porsche Club of America, owners of a Porsche or other high performance car who are not members of Nord Stern are welcome and encouraged to participate.

Simply put, a Driver Education Event is attendance at the track with your car and being able to drive at whatever limit you might set for yourself. Our DE Events have two primary goals: to have fun, and to be safe.

The DE Events have a time-tested formula with strict behavior rules to promote the fun and the safety goals of the program. A successful DE Event is one without injury to the driver and without damage to the car.



## DRIVER EDUCATION

DE is a popular racetrack activity for driving enthusiasts who own a high performance car. The two-day weekend events are scheduled during the summer months to be able to enjoy your car at a different level.

DE Events for 2011 are:

- April 30/May 1 BIR (Brainerd Int'l Raceway)
- June 18/19 BIR
- July 11/12 Road America (Elkhart Lake, WI)
- July 29/30/31 BIR (Club Race also)
- September 10/11 BIR

It is important to note DE is a program for driving enthusiasts of **all** skill levels who have been properly prepared. A prerequisite for participation in a DE Event is completion of a Nord Stern Driver Training.

## DRIVER TRAINING

Driver Training consists of both track and classroom instruction. Personalized track sessions pair each participant, one-on-one, with a certified instructor to learn the on-track fundamentals of high speed road course driving. Braking and slalom sessions are also scheduled. Both female and male instructors participate.

Classroom instruction emphasizes cornering, passing, track and off-track protocols, the meaning of the warning flags used by corner workers, and other important practical and safety information.

DT events for 2011 are:

- Friday, April 29 BIR
- Friday, September 9 BIR

At all Track Events, safety is the primary concern. Both DT and DE require the use of a Snell 2000, or better, helmet, and each car must pass a technical inspection. Tech Inspection Forms are available on the **Nord Stern Website** as well as in this issue of **Nord Stern**. The inspection can be performed at any one of the several locations listed in the newsletter (also available online).

Additionally, PCA Members currently not Nord Stern members are encouraged to enhance their enjoyment of their car by joining **Nord Stern** (see pg. 4 for information on **how to join your local region!**) and participate in any of the many locally Nord Stern organized and sponsored activities. With membership you receive **Nord Stern Magazine** which contains event descriptions, schedules, technical articles, and a variety of other information of interest and discounts.

Questions, call Membership Chair Ed Vazquez at 612.720.0760 (cell) or email: edmn911@aol.com. Or attend one of the upcoming new member socials to learn more about the club on March 24th or April 2nd (see pg. 13). **JOIN US!**

**Nord Stern**

The local component of the Porsche Club of America  
<http://www.nordstern.org>

## Brakes . . .

*continued from page 13*

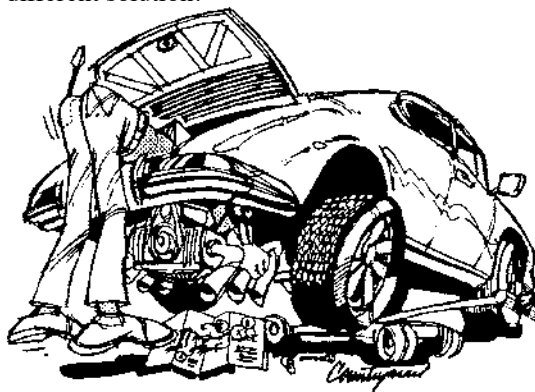
are having a problem and if you still have a problem after you switch, then maybe the fluid isn't the issue.

Like brake fluid, brake pads come in brands and price ranges. Years ago the pad materials included asbestos and metal, I don't think you'll find anyone still using either of those any more. Today, some of the pad materials are described as Carbon Metallic, Ferro-Carbon, Carbon Kevlar, and Carbon Ceramic. I've not found any information that tells me why one material may be better than another for a particular application. What I have found is that a few of the better manufactures give comparative information about the dozen or so compounds they offer. For example Hawk Performance has a brochure on road-race pads that can be found on the web at [www.hawkperformance.com/downloads/brochure-road-race-pdf](http://www.hawkperformance.com/downloads/brochure-road-race-pdf). Before you get too excited to try a particular compound check, to see if they make it in the pad size you need. There are hundreds of different pad sizes and usually only a few compound are available in a particular size because those are the compound that are appropriate for those calipers. For example you won't find Hawk's super aggressive DTC-70 in a size that fits a street car caliper because these pads are designed for race cars on slick tires with aerodynamic aids. In looking at pad characteristics first look at the recommended operating temperature, if you want to use the brakes on the street you'll want the low end number to be 100 to 300 degrees F. Also, look at the torque description, this describes how aggressively the pads can grip and stop the rotor. A motorsports pad with low torque is still more aggressive than a street pad and may be perfect for your application. If you can easily lock up the wheels on even the best racing surface or activate the ABS on ABS equipped cars then the pads probably have enough braking torque for your application. The reason you can assume this is because it is the tire's grip that is limiting your ability to decelerate quicker. If you switch to a softer or slick tire you may find that you need a brake pad with more torque so you can exploit the additional stopping power of the stickier tires. Some of the larger manufactures like Hawk Performance have also added special pad compounds for the rear axle. Rear axle pads have slightly less torque or bite than their front axle counter parts. While rear axle compounds may not be that critical for ABS equipped cars, non-ABS cars may find these to be an excellent solution if they are experiencing premature rear wheel lock-up.

In selecting a brake pad, consider the pad's cost and if the cost will impact how frequently you're willing to replace pads. On a street car where you rarely get the brakes truly hot from repeated hard decelerations of 60+ mph it is probably ok to run pads down to the last few mm. of pad material. I'll admit, on my Yukon I ignored changing the pads until one day I heard the backing plate grinding against the rotor,

oops. On a track car where you may decelerate hard three times per minute brake rotor temperatures can easily reach 500 to 600 degrees Fahrenheit. Thick brake pads will act as an insulator and keep your fluid cooler and prevent your dust boots from getting cooked. This is especially true on the front brakes where the temperatures are often significantly higher. By changing pads more frequently you actually save money by eliminating the need to use ultra expensive brake fluid and the need to do caliper rebuilds. Depending on your car and the size of its brakes, you'll probably find that your front pads wear significantly faster than the rears. On my 944S2 I used to change my front pads 2 or 3 times more often than the rears.

I hope you find this basic information helpful. As a disclaimer, I am not a mechanic or brake engineer. This information is derived from my years of track experience, conversations with mechanic and other racers, manufactures publications. Other racers may have contradicting opinions and they may be correct for different driving situations. Your particular car, driving style or track situation may require a very different solution.



## Prez Sez . . .

*continued from page 5*

repeatedly. And yes, it will give you multiple answers on how to winterize your car, just like ClubTalk!

The "Community" feature is starting to catch on in many regions. It is a Facebook-like area where you can meet and socialize with others that share your interest, whether it be a specific car model or activity. You can even create an online garage to post pictures of your cars (and link them to the Mart if they are for sale). In March, I set up a Nord Stern Region group. I have heard rumors about a contest to see which region can get the most members in their group, so check it out and join up.

Nord Stern and PCA occasionally send out emails to members who have registered their email address on the site. These emails are not sent too often and are for your benefit, so don't worry about getting too much spam. You can also opt out if you don't want to receive them. So if you have not created your PCA account, please do so soon!

# 2011 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_ Email address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

PCA #/Exp. Date \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.



## Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech \_\_\_\_\_ Shop Stamp: \_\_\_\_\_

<b>Lights</b>	<b>Pass</b>	<b>Brakes/Wheels/Tires</b>	<b>Pass</b>	<b>Interior</b>	<b>Pass</b>
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Helmet Snell 2000/Better	_____
Brake Lights	_____	Brake Lines	_____	Helmet required after 6/1/2006	_____
<b>Suspension</b>	<b>Pass</b>	<b>Engine/Trans.</b>	<b>Pass</b>	<b>Other Misc. Items</b>	<b>Pass</b>
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leak	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

**Condition of:** \_\_\_\_\_

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required Yes No

Items to be corrected \_\_\_\_\_

(Continue on back) Approved shops can be located at: <http://www.nordstern.org/TechShops.asp>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. **High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season.** In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

# Approved Shops

---

**Call the Safety Chair (Keith Erickson, see Officer page for contact info) if the shop you frequent is not on this list...**

**Anderson Motorsports**

7700 Quattro Drive  
Chanhassen MN 55317  
(952) 937-8639  
[www.andersonmotorsport.com](http://www.andersonmotorsport.com)

**Auto Edge**

Bob Viau  
900 Wildwood Rd  
Montomedi MN 55317  
651.777.6924  
[www.auto-edge.com](http://www.auto-edge.com)  
[autoedge@auto-edge.com](mailto:autoedge@auto-edge.com)

**Carousel Automobiles**

9191 Wayzata Blvd  
Minneapolis MN 55426  
763.744.9191  
[www.carouselautomobiles.com](http://www.carouselautomobiles.com)

**Courtney Truck Service**

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Eden Prairie MN 55346  
952.934.0931  
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952.934.5511  
[jeppesen@eworld3.net](mailto:jeppesen@eworld3.net)

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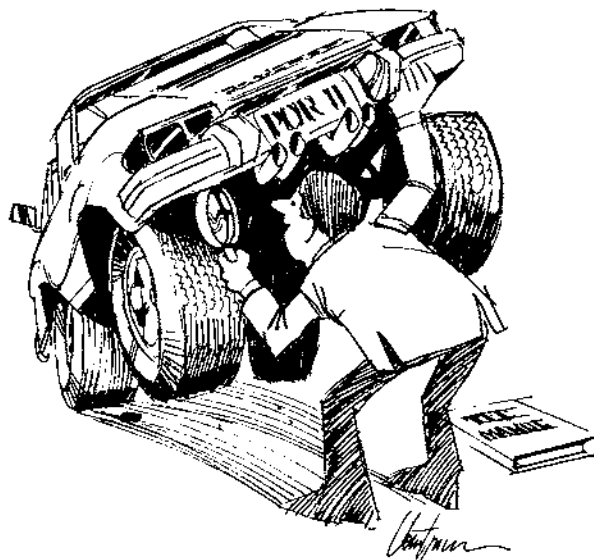
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**Awards at 1:00PM!**

People's Choice & many other Awards!

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[PBASSOCINC@AOL.COM](mailto:PBASSOCINC@AOL.COM)



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## Nord Stern's Club Race Silent Auction Art and Action . . .

*by Keith Jones, That Charity Guy*

Each year many items, services and donations grace the Courage Center tables at the annual Club Race and Driver Ed event held at Brainerd International Raceway. This year's event is scheduled for the first weekend in August and will again feature DE sessions, Club Racing action among drivers from near and far, the best beer selection (German, of course) during the ever-popular hospitality time during the daily 'track-closed' as well as Saturday's big spread of silent and live auction action.

Last year one of the donations was a painting of your P car by local Nord Stern member and artist extraordinaire, Mike Jekot. 2010's winning bid was by Rob Welch. Having Mike paint your car is truly a fabulous 'gift' of art - see photo to right. It hardly does the real thing justice!



# Testing a Tesla . . .

by Steve Thompson

It was on a beautiful October day that I arrived at the showroom to test drive a Tesla. The opportunity to drive the car was a Fall Color Tour door prize generously donated by the good folks at EurocarsUS (see ad inside front cover!).

It was sitting outside their indoor showroom—the brightest blue exotic I have ever seen.

Rob Suess, one of the partners, greeted me and showed me around the car. The motor is just that—a motor, not an engine—and doesn't look like what you're used to seeing under the hood. Behind the lid where there is normally a gas



cap you find the plug-in for charging the battery pack. The pack is located in the trunk and takes up most of the space, leaving enough room for a small weekend bag

Ready to drive it, I opened the door and sat down in the driver's seat. "Down" is the operative word. Never have I felt like I was sitting so low in a car. The door sill was level with the top of my leg when I was seated. Getting into the seat was not terribly difficult, but getting out required some planning followed by a careful choreography to get each arm and leg in place and then make the proper moves to rise, turn, and step out.



Entry and exit is further hindered by the small foot well. It is good that the Tesla does not have a manual transmission



because a third pedal would leave no place for the driver's left foot which would be inconvenient, if not a violation of federal safety standards.

Aside from the foot well, the car is not cramped, although it is not as roomy as a Porsche. The seat was comfortable but, surprisingly, was somewhat lacking in lateral support. This is not a car that would be comfortable on a cross-country tour, or even on an all day drive. Of course, with its limited range, that's not an issue.

The interior was nicely appointed with leather seats and carbon fiber inlays. The fit was very good. The ergonomics were good and the now obligatory command center reasonably intuitive. The navigation screen was somewhat small and hard to read without more than a quick glance.



The gear "shifter" is the most notable item in the cockpit. It consists of four buttons—P, N, R and D. If you hadn't opened the hood and the trunk lid, this would be the first indication that the Tesla is not a normal sports car.

The second indication would be the sound (or lack thereof) from the motor when you turn the key. (Question for the engineers: does an electric car have an "ignition" switch?). It

*Continued on page 32*

*NORD STERN APRIL 2011*

## Tesla Specs:

### Motor

375 volt AC induction air-cooled electric motor with variable frequency drive.

Torque	273 lb-ft at 0-5,400 rpm
Horsepower	288 hp (215 kW) at 5,000-6,000 rpm
Max rpm	14,000 rpm

### Acceleration

Top Speed	125 mph
0 to 60 mph	3.9 seconds

### Transmission

Single speed fixed gear. Reverse drive uses reverse direction of motor, limited to 15 mph

Overall Final Drive	8.28:1
Final Drive Ratio	3.12:1

### Battery

Custom microprocessor-controlled lithium-ion battery with 6,831 individual cells. 3.5 hour charge time from empty to full using the Tesla High Power Wall Connector at 240 Volts and 70 Amps.

### Range

**245 miles**

Expected Battery Life 7-years or 100,000 miles



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# Book Reviews for Porschephiles

"101 Projects for Your Porsche Boxster" by Wayne R. Dempsey, published by MBI Publishing, Minneapolis, MN

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

The latest and greatest of Wayne Dempsey's how-to books is just out. It comes in the same paperback workbook format as *101 Projects for Your Porsche 911*, and *How to Rebuild and Modify Porsche 911 Engines*, but at 312 pages, is almost 50% thicker. This is not because Boxsters are harder to work on, but because this new book is more detailed and much better illustrated. The use of colored arrows on the illustrations avoids the ambiguity of the captions in certain lesser books. And, it is very well indexed! The author is very much aware of the problem with books that index Brake Rotors under D for "Disk, Brake," so *101 Projects for Your Porsche Boxster* indexes things by all their common names.

The projects follow a distinct how-to format. Step-by-step instructions and high resolution color pictures tell you how to perform the job, what tools to use, and what costly mistakes to avoid. There is a bonus website that provides additional information and photos.

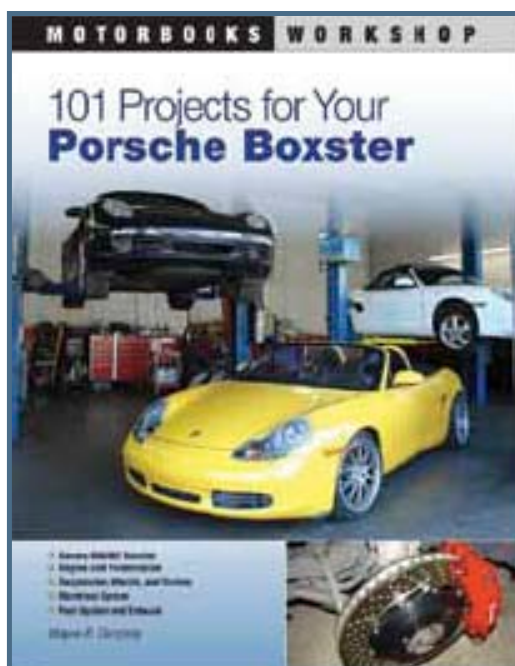
The eleven color coded sections each focus on a particular system: Engine, Fuel, Water, Body, etc. The book is not meant to be read from cover to cover, but to provide guidance for whatever project suites the mood or need of the Boxster owner at any given time.

Project descriptions start with a table summarizing the nature of the project - time/cost/talent required, tools, applicable years, parts, etc. Projects range in complexity from *Jacking Up Your Car and Changing Engine Oil*, to *Camshaft Swap* and *Intermediate Shaft Bearing Upgrade*. Between those two extremes are 97 projects covering a wide gamut.

Aftermarket tweaks are not ignored. Project 23 is Installing a High-Performance Air Intake; Project 43 is Installing an After-market Shift Knob. There are also sections on Track Preparation and Weight Removal and Tire and Wheel Sizing.

This book is not a cost, it is an investment — an investment with a very high rate of return. You can almost get

your money back after the first oil change or air conditioner recharge you do yourself. It is the goal of the book to get more people out working on their Boxsters. As the author says: "it's too much fun not to!" Plus, when you personally complete a job on your Boxster, you get that added satisfaction, that emotional attachment to your Boxster that is common with Porsche owners.



*101 Projects for Your Porsche Boxster* is written to be an inspiration to the do-it-yourselfer as well as a guidebook, and is a must buy for Boxster owners. At first I thought there was something wrong with the title. We know that the front two-thirds of the Boxster are the same as the front half of a 996, so the engine and suspension designs are basically the same. So 90% of the projects for the Boxster are projects for the 996 as well.

So why didn't Mr. Dempsey include 996s in the title? Very simple. Later this year there should be a *101 Projects for the 996* on the book shelves.

This book is a must buy for Boxster owners. You 996 guys can buy it also or wait for your own book. Even if you don't intend to do your own work and manage to resist the inspiration provided by this book, it is still worthwhile to review the pertinent section when your car (Boxster or 996) has a problem, or when you are contemplating the work shown on an estimate from a professional shop.

*101 Projects for Your Porsche Boxster*, with 312 8-1/2x11 pages, is now available for \$35.99 (an absolute bargain compared to any other shop manual), from your favorite bookseller (ask for it), or from <http://www.motorbooks.com>.

(Note from *The Circuit* Editor: Wayne Dempsey is the owner of Pelican Parts and, he and his family are members of the Grand Prix Region.)



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# March Business Meeting Minutes. . .

by Michael John

Meeting was called to order at 7:00 p.m. by President Bret Bailey.

Treasurer – Jeff Bluhm – Waiting for Ed V. to return from Mexico.

Social – Carrie John – Contacted Essers Liquor last year, going to try to arrange a discount by agreeing to purchase from them.

Advertising – Jim Bahner – Has talked to most of the advertisers about the changes to the newsletter. No complaints so far.

Newsletter – Christie Boeder – no report

Website – Bret Bailey – Contemplating removing the virtual swap meet, it's not being used and it gets a lot of spam.

Membership – Ed Vazquez

New Member Social

Locations and times are set ... pizza, soft drinks, and a limited amount of beer at Motorplex. Pizza and pop at Auto Edge.

Auto Edge – April 2nd.

Motorplex – March 24th

Need current members to attend to talk to new members.

Dealer Relations – Roger Johnson – Carousel (along with the Fahr North 356 Group) is hosting a swap meet at Carousel on 3/26. Proceeds are going to Courage Center.

Charity – Keith Jones – no report

Autocross – Harvey Robideau – no report

Met Council – Bob Kosky – Christie has the schedule, will be in the next newsletter.

Insurance – Michele Johnson – no report

Club Race – Roger Johnson – Planning is in progress. Roger's availability is not certain he will know soon. The application is in progress. Work is proceeding on coordinating corner workers and other event personal.

DE – Jim O'Brien – Coordinating Event Masters. Do we need a separate event master for DE at the Club Race.

Track Relations – Rick Laverdiere – Contracts are signed and ready.

DE Registration – Dave Anderson – Dave couldn't make it at the last minute. He will be emailing as soon as registration is ready.

Driver Training – Ron Johnson – Seven registrants are ready to sign up. Will be advertising the event as the date approaches.

Drives – Mike Lancial – One drive is planned. Look for more information soon. Paid members have priority.

Fall Color Tour – no report

Rally – Dale Trippler – no report

Concours-Porsche Show – Planned for the end of June.

Safety – Keith Erickson – Brad Lano and Dale Trippler will be assisting. Tom Rempfer will also be available. Bret/Dave/Safety are working to coordinate the corner workers.

Shop Relations - ?

Historic Archivist – Kim Fritze – no report

New business – Discussed the brochure that we have available for shops. Want to distribute to dealers also. Ron is going to touch base with Luis Fraguada to discuss the Cars & Coffee event.

Meeting adjourned at 7:47

## Calendar

New Member Social	4/2
Spring Tech Session	4/9
First Fling DT	4/29
First Fling DE	4/30-5/1
Maplewood AutoFair	5/1
Spring Drive	5/14
Intermarque Car Show	5/14
German Carfest	6/11
Fast Fling	6/18-6/19
Porsche Show	6/26
BIR at Road America	7/11-12
Club Race and DE	7/29-31
Vino in the Valley	8/6
Rochester Labor Day Picnic	9/5
Last Fling DT	9/9
Last Fling DE	9/10-9/11
Fall Color Tour	9/23-25
Old Log Theater	11/20

Respectfully Submitted  
Michael John  
Secretary

# At the Duddingston Sylvester Group, there's always space for one more!



**The Duddingston Sylvester Group at Morgan Stanley Smith Barney**  
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# Nord Stern's Roving Photographer . . .

Keith Jones at Maplewood Imports



InterMarque  
Spring Kick-off May 14: At  
Como Park, open  
to all 1986 or older  
foreign motorcars, etc.  
placement starts at 9  
a.m. . . .first come-first  
served

[www.intermarque.com](http://www.intermarque.com) for further information



# What Can You Get for \$25??

by Lydia Meyer

Dinner for two? Perhaps a couple pints at the local pub or a half-tank of gas? And that's *regular* gas, not premium! Instead of getting part of something for your hard earned money, why not spend twenty-five dollars for a ride in a fully prepped race car, at speed, with a Nord Stern instructor? It's quite a deal and is sure to put a smile of sheer exhilaration on your face! Feel like a kid again and enjoy a fast ride! Join Nord Stern at Brainerd International Raceway for **Taste of the Track**.

**Taste of the Track** is a fun way to experience the thrill of high speed driving on the racetrack and to get an idea of how to handle a car at high speeds before actually taking *your* car out on the track. You may enjoy it so much that you'll want to take Driver's Training! It is also a great way to show friends and family members why you are so passionate about being a driver. It makes a great gift for someone and you may even spark some interest in them to become a driver as well.

Because Nord Stern is committed to safety, there are a few requirements that must be met in order to participate:

- Participants must be 18 years and older
- Each person must complete a registration form and pay \$25
- Attend a meeting before the ride to learn what to expect on the track and other safety information
- Each individual must wear an approved helmet. Please arrange for a helmet prior to the event, as each person

needs to provide their own. Many people who participate borrow one from a friend so they do not have to buy one.

- Appropriate attire must be worn including long pants and close-toed shoes

The dates for **Taste of the Track** for 2011 will be April 30, June 18 and September 10. If you are interested in participating, please contact Lydia Meyer via email at [lydiaquam@gmail.com](mailto:lydiaquam@gmail.com) for more information or to pre-register. Registration can also be completed at the track on the day of the event if there is space available.

Get the most bang for your buck and join us for **Taste of the Track** this year! You will leave the track feeling like this:

And it will definitely make you want to come back for a second helping!

(editor's note: this wonderful, smiling face belongs to Grant Meyer; what a cutie and future racer, I am sure!)



**CLUB RACING AT BIR**

Club racing accounts for a significant portion of track use each year at BIR. Clubs rent our tracks for racing, driving instruction and social events. Some of the clubs, like the Central Roadracing Association, welcome fans to watch. Others prefer to close the track to the public. Regardless, we value the relationships we have with the clubs that use BIR and encourage this kind of track use. Visit our Web site for more information on the clubs that use the track and the schedule of club events.



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## Out and About with Nord Sterners

courtesy e-mail

Out and About with Nord Sterners, a recently featured Porsche includes our very own Scott Kuhne in his #124 944 S2 on track at BIR after member photos were solicited by BIR for their annual fan guide. According to Fan Guide Editor eoff Gorvin:

*"The 2011 Fan Guide is an annual publication produced by Brainerd International Raceway to give race fans a taste of the wide variety of events in their season's schedule, and to provide an overview of the race tracks, facilities, camping and parking options, and general track rules. 50,000 copies are being distributed this year. 30,000 mailed to those on our mailing list with the rest available for free at BIR, and out and about at various locations throughout the Brainerd area and Twin City special events, such as the Auto Show and the World of Wheels."*

That's a lot of eyeballs, Scott! (Oh, by the way you won out over #3, that other well-known Nord Stern track car which happens to be owned by your ever-loyal editor and is also another photogenic bright, cheerful and colorful car on track!

Come One - Come All

# Nord Stern Spring Safety Tech Session

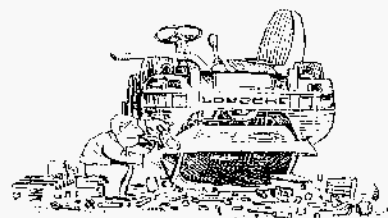
Your Opportunity to Learn about the latest safety  
equipment available for on-track action

## Saturday April 9, 2011

10 a.m. - 1 p.m.

Jim Bryant of [www.RacingProductsMN.com](http://www.RacingProductsMN.com) will be discussing the various aspects of safety and demonstrating some of the latest equipment. There will be videos on both safety and the Traqmate data acquisition system. Jim will also be available to discuss PCA safety requirements for 2011. The session is from 10 a.m. to 1 p.m. Coffee and donuts will be served. Please come and get up-to-date before our first Driver Education weekend at the end of April!

**Location: Preferred Sales and Leasing**  
**690 Commerce Drive, Woodbury, MN**  
**Eventmaster: Keith Fritze**



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# 2011 Nord Stern Spring Drive

In 30

date: May 14th

arrival time: 9:30

starting point: City Park,

8822 Wildwood Avenue,

St Bonifacius, MN

Lunch will follow the drive.

Note: The drive is open to the first  
40 Nord Stern members.

To register and more info visit:

<http://www.clubregistration.net/>

Create an account (then exit site)

Re-enter site

Login

Search for Events

Organization: PCA

Club: Nord Stern

Event Type: Rally/Tour



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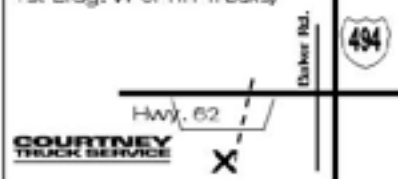
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## Rochester Labor Day



# PORSCHE PICNIC

Monday September 5, 2011 1:00pm to 5:00pm

Contact Jeff Boehm at [jbandbj@chartermi.net](mailto:jbandbj@chartermi.net) or

507-261-9407 for details



is not completely quite. If you are listening for it, there is the sound, somewhere between a whirl and a hum of an electric motor. And, the sound does increase a bit as you accelerate.

I pushed the “drive” button keeping my foot on the brake as I had been instructed. Unlike an automatic transmission, the Tesla drive train will propel you forward no matter how low the rpm’s. I removed my foot from the brake and proceeded out of the parking lot and down the road. It took a few blocks to get comfortable with the car and the lack of noise, but not as long as it takes to get used to a Porsche the first time you drive one.



Turning onto the ramp to I-494 I was curious to see how good the acceleration was and how it felt. Very quick and exceedingly linear, as it turns out. The company says that 0-60 takes under 4 seconds. I of course did nothing like that being so unfamiliar with the car. Still it was quick enough to

be impressive. Acceleration never disappointed during the drive. Both the speed and the responsiveness were satisfying.

One of the most interesting aspects of the car is the acceleration curve. There isn’t one. It is amazingly linear. Without multiple gears and gear ratios, any given amount of increase in throttle results in the same increase in speed at any speed. According to Tesla, the motor delivers 288 peak horsepower and 295 lbs-ft of torque at the driver’s command. At top speed, the motor is spinning at 14,000 revolutions per minute.

Before I left home, I had a general idea of where I would drive the car. I was able to put together an assortment of freeway, city and (somewhat) twisty country roads in the southwest metro area.

The ride was reasonably smooth. The car handles extremely well. The steering is not as spot-on neutral as my Boxster, but is certainly much better than any other car I have driven. At first it felt as if there was lean when turning, which surprised me. But then I noticed that visually there was no hint of body roll and I realized that what was happening was that my back was sliding ever so slightly against the seat in

any serious curve. I am not sure if that was due to the seat fabric or the comparative lack of bolstering.

Perhaps the biggest issue facing electric vehicles is range. Rob said that the car had a range of about 150 miles—enough to get to Duluth. It was unclear how I was to get back. Tesla now claims a 245 mile range along with a 300 mile range for



its new sedan. I believe that the sedan has always been the car that Tesla thinks can make a profit and that the roadster has been as much a newsmaker as an economically viable product.

You keep track of your remaining range with a gauge which takes the place of a fuel gauge. Unlike your fuel gauge, the range gauge occasionally shows an increase, due to the regeneration which occurs when braking.

The lack of range combined with price tag above \$150,000 make this car exceedingly impracticable even by sports car standards. I expect that it would be a fun track car and would certainly be an enjoyable and attention-getting daily driver.

It is not a vehicle that will excite a car guy who enjoys “improving” his vehicle and for whom the sound is almost as important as the performance. This car may presage the future. For those who despair the future of motorsports, I have feeling that people who love cars will always find ways to tinker with them.

Thanks to EurocarsUS, I had a great morning driving a truly exotic car and perhaps glimpsing the future. If you haven’t ever been over to their indoor show room, you should make a point to do so. It is a great collection of high-end vehicles, and there may be one or two that you have never seen on the streets of the Twin Cities.



# For Sale . . .

*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.*

## **1987 944 S**

VIN WP0AA0947HN450556. 52,030 miles. Black with light tan interior. Original, no modifications. No rust, stored winters. Clean interior, non-smoker. Excellent inside and out. Very well preserved and maintained, everything works. New timing belt, water pump, etc. at 40K. \$10,500 obo. For photos and more info contact Bill Maitland, 612-819-5740.

## **Time to restock the garage - 1990 964 C4**

150k miles, 5k on split case Autoedge rebuild to stock. Car is in pretty good shape, drive regularly in the summer. Everything works with the known heater/air quirks. Only modifications are lowered HRE progressive springs and after market chip. \$18,000 OBO. Ray Newman, Raycnewman@comcast.net, 612.202.1370

## **1989 944 TS track car**

Currently without glass, and interior in process. Full cage, Fresh (20 minutes) rebuilt 400+hp Lindsey/Autoedge motor, Huntley Racing, Penske Shocks, Coil overs, Boost control computer, Evo II seats, two sets of HRE wheels + Factory Wheels. Needs Lexan and Interior finished to be on track for PCA GT3. Reasonable offers entertained.

Ray Newman, Raycnewman@comcast.net, 612.202.1370

## **914 Wheels**

Front and Rear (w/spoiler), Fiberglass Deck Lids, white, new, stock appearing underside. \$160 Each: Steel wheels 1973 914-4 widen to 6 1/2" have four. \$40 set. Gary Greiner, 701 E. 9th St. Superior, WI 54880, 218.348.1849 (cell), e-mail gtgcnw8976@hotmail.com.

## **Wheels**

Set of 6 OZ Racing Fittipaldi 17 inch 3 piece wheels with center caps. Porsche 5x130 bolt pattern.

Four 8 1/2 J x 17 H2E56 wheels.



Two 9 1/2 J x 17 H2E56 wheels.

4 wheels have used BFG Comp T/A R1s mounted (235/45x17 and 255/40x17) and 2 wheels do not have tires mounted. \$900/OBO. Chuck Ready ready\_c@hotmail.com or 651-484-6392

## **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

7J x16 with Pilot SX sport 225/50 ZR16

9J x16 with Conti Sport Contact 245/45 ZR16. \$750 or Best Offer. Loren Stiles H-952-892-0214 or C-612-201-4304

## **WHEELS & TIRES**

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

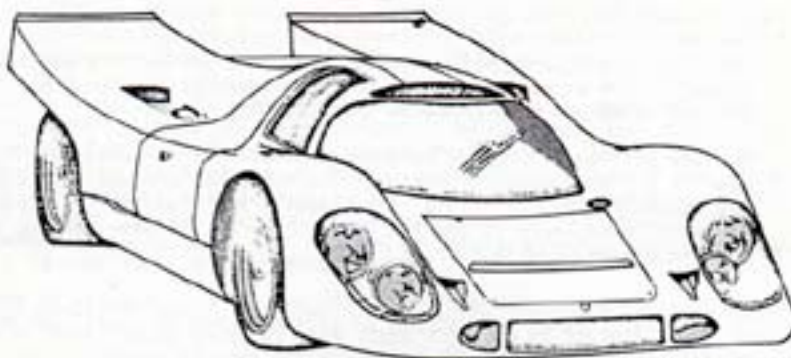
## **2001 911 Turbo**

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

# Where We Were – Where We Are – 50 PLUS 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.*



Wyer Gulf Porsche 917

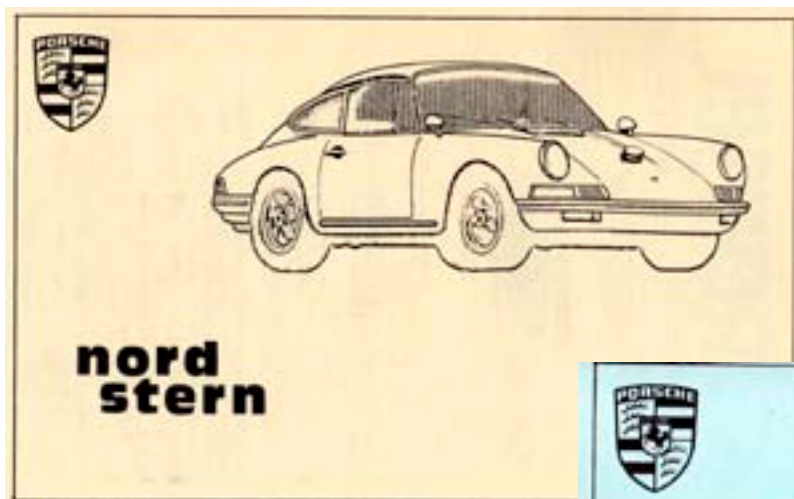
*Porsche (AAAAAARGH!) Image above, nice artwork used as filler March 1972*

## March, 1972

- The newsletter is running lean; eight pages plus the cover (see image below for cover and artwork)
- “The autocross committee met, consumed at least one case of beer and then set about to change the autocross

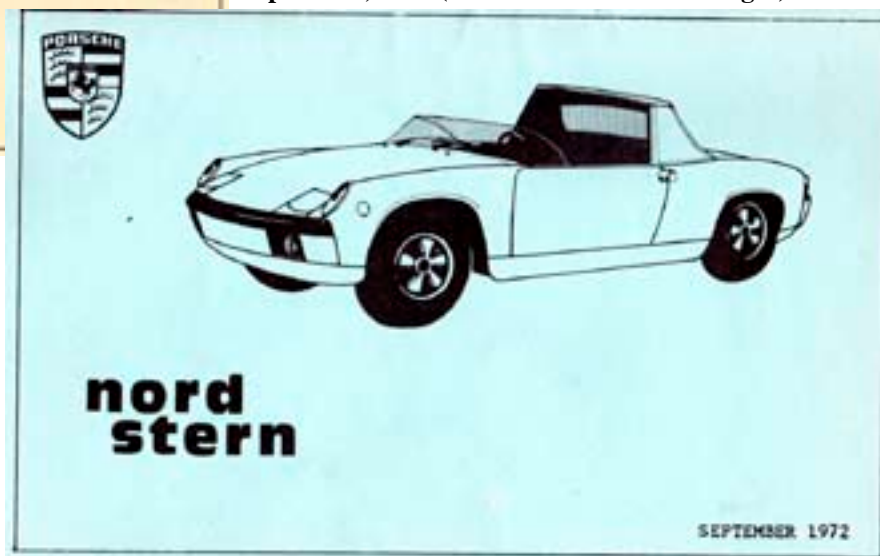
- by 1975 due to increasingly stringent pollution control problems.” Little did they know.
- PCA is up to 7,541 active members.
- Tubeless tyres (sic) have been approved for Parade competition.
- Two Nord Sterners competed in a 1972 winter road rally on February 2. Their Valiant was judged too highly tuned and they had to change to a Karman Ghia. They missed one turn until hastily purchasing a dictionary to decipher an instruction but still claimed victory over a Saab Sonnet and three DNF’s.

September, 1972 (Cover with art work to right)



*rules slightly.”*

- National Notes reports that Porsche-Audi had 200 dealers at the end of 1971. Porsche sales were 18,000 in 1971.
- The same article includes: “There is a rumor, and let us hope it is just that, that we may see a... NO NO NO I can’t print it! a... a... a water-cooled

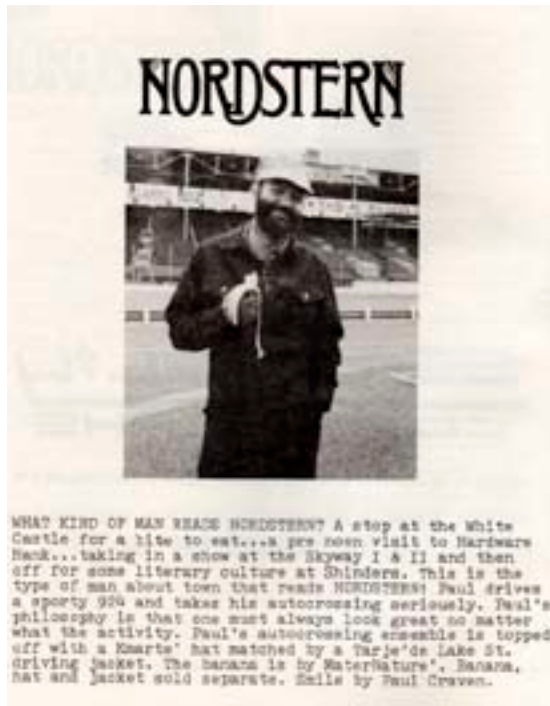


# Scanning the Past!

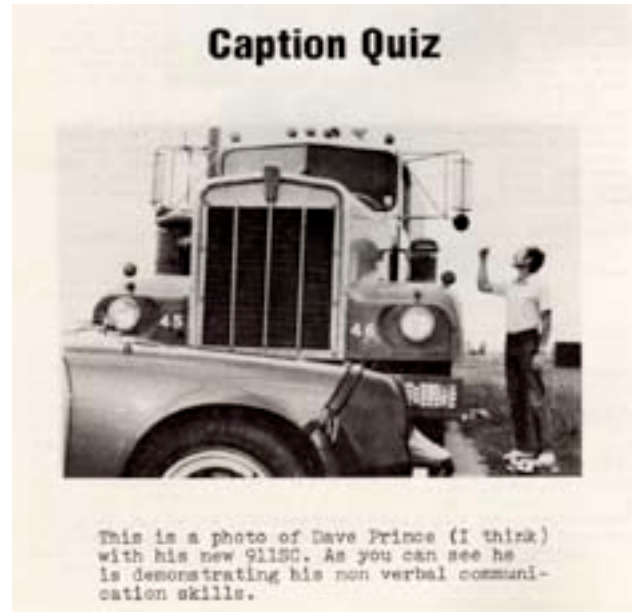
by Ron Faust

- President Ron Korman writes that an autocross has been planned at the old Mankato airport. A “bunch of us” will camp there the evening before.
- At a Donnybrooke autocross an anonymous writer went into the swamp at Turn 9 but then writes that it was “*really funny to go around Turn 10 and watch the water swirling over the tunnel.*”
- There was a scrumptious buffet that night with Kentucky fried chicken and free cold beer at the Paul Bunyan Inn. You need grease to go fast.
- 51 drivers took timed runs. Lee Alexander (911E), Larry White (911S), and Elmer Langren (911T) scored fastest times of the day with Larry Skoglund only two seconds (304.83) behind in his Speedster.
- In the Marketplace, Elmer Langren lists his 1970 911T (3rd place just above by only 1.22 seconds) like new with alloys, S trim and gauges, and an extra set of track wheels for \$6,500.

## December 1979



- The cover shows the hound's tooth design of the 924 Turbo. That was unique.
- A Porsche-Audi ad introduces the new Audi 4000 that R & T had called the best new car under 2 L from Europe. “Was it because of superb handling or the spacious interior?”



## Dave Prince and his 911SC

- Ahead of its time, however is a page describing “*What Kind of Man Reads Nordstern?*” Paul Craven is the poster boy (see photo). “*A stop at the White Castle for a bite to eat...a pre noon visit to Hardware Hank...and then off for some literary culture at Shinders. Paul drives a sporty 924 and takes his autocrossing seriously...Paul's autocrossing ensemble is topped off with a Kmart's hat matched by a Tarje'de Lake St. driving jacket.*”
- While you are still thinking negative thoughts about the 924, this issue also notes that a 924 finished 9th overall on a 20,000 km Australian rally.

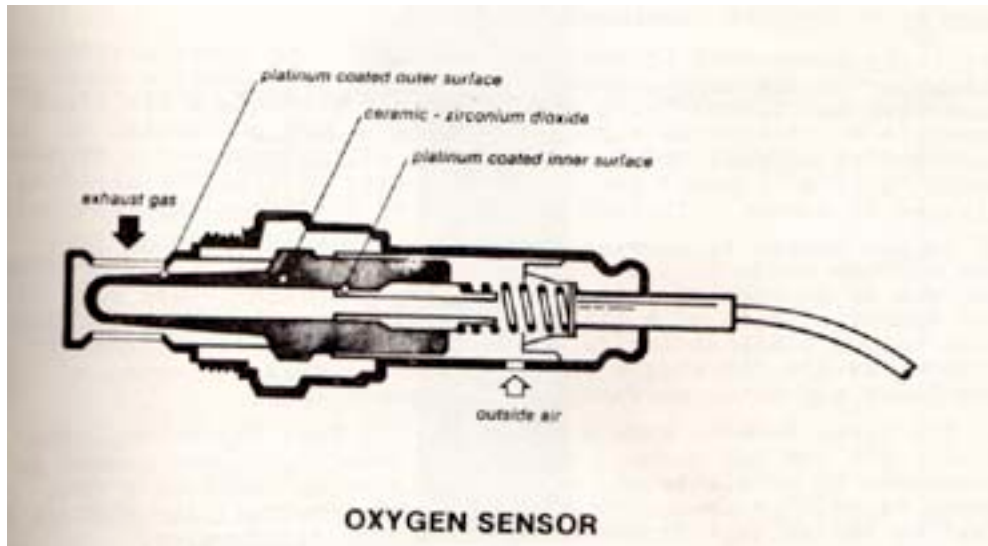


How did they squeeze Fuchs under a 924?

Continued on page 35

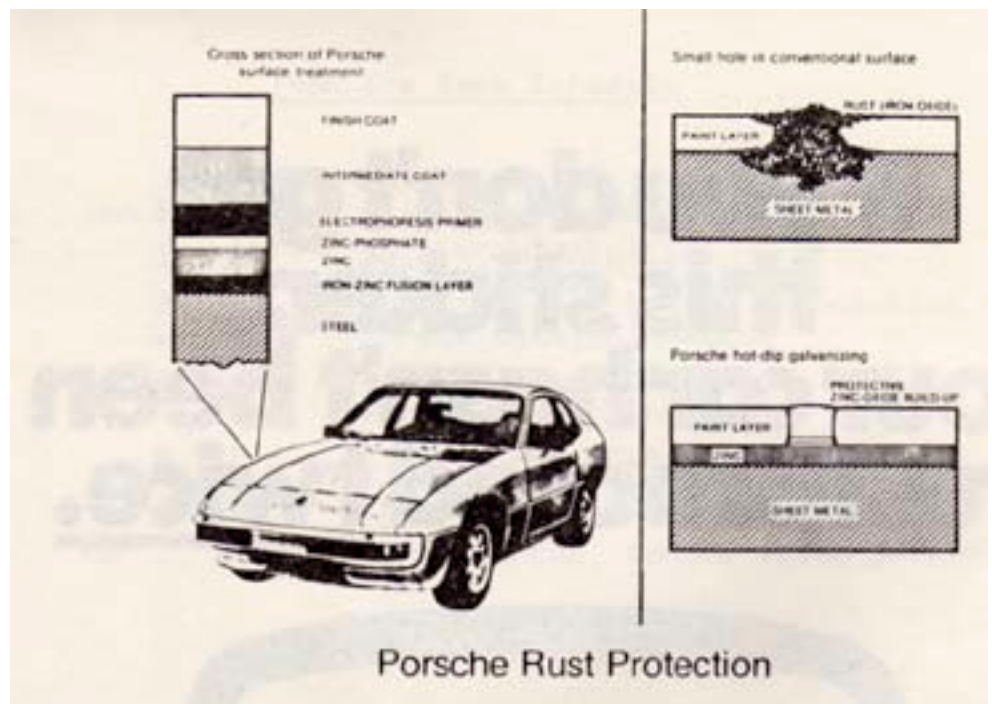
# Scanning the Past

*continued from pg. 35  
by Ron Faust*



New technology in 1979; I remember wanting one of these so bad in my '77 S.

- An ice racing schedule lists Saturdays and Sundays for seven weekends in 1980.
- Porsche announces a six-year rust protection warranty beginning with the 1980 model year. The zinc coating process introduced in 1975 is described. Lower sections of the car get almost one ounce for each square foot of steel.
- The oxygen sensor will also be introduced on all Porsches in 1980. The explosion of technology begins.
- The Marketplace lists a Fuzzbuster II for \$60.
- More importantly, a 1962 356 B Cabriolet. Restored and mint enough to win a 2nd at a recent PCA Parade. \$18,500: what was the seller thinking?



The zinc coating had been introduced in 1975 and got a warranty in 1980

# What is Parade Concours All About?

By Cole Scrogham

That title question really seems to be the most common thing asked by new Parade attendees...what is this Concours thing all about? Well, it might be considered one of those questions where the answer depends on your perspective. If you have an autocross perspective, then the “Q-tippers” are slightly off their rocker and the display is just a nice way to spend the day before the autocross starts (other than the race cars on display!). To the Rally folks, the display is a little more palatable, but if you are going to spend that much time with your car you should at least include a few calculations to correlate the speedometer with your GPS. I’m not even going to discuss the Tech Quiz only crowd...

The Concours can be as simple or as complicated as you like, from a nice display of Porsches to enjoy on a beautiful summer day to the last details of restoration perfection, and anywhere in between. The Parade Concours is the premier Concours event of the year for PCA; a truly awesome display of over 60 years of Porsche history in America and beyond. The Parade location this year is Savannah, Georgia, a charming destination city that is sure to provide you with your fill of pralines and peanuts once you have had enough of the Concours.

For the first time in the Park’s history, an automotive display will be allowed on these grounds, courtesy of the 2011 Parade Concours. Porsche Club of America members will stroll the lawns and gardens festooned with possibly the finest display of Porsches in Parade history. Reds, Blues, Yellows and Blacks will add to the Green of Forsyth Park, as Porsches in all shapes and sizes converge on the grounds. The Monday event is open to the public and will be buzzing with activity all day long.

Featuring over a hundred cars, the Concours will display competitive vehicles in classes, divisions and groups in four major areas: Preparation, Preservation, Restoration and Performance. The crowd favorite Historic Display should feel right at home in this location as well! And if competition is not your thing, the Corral is another possibility. Several hundred Porsches will be displayed (grouped by model) in the non-competitive Corral. To join this collection of Porsches, you just need to submit a regular entry to the Parade before registration closes...but if you can’t bring your Porsche and

want to view the Concours, just bring yourself as this event is open to the public.

The four groups of cars are grouped in roughly the following criteria (memorize this to impress any innocent bystander at Forsyth Park that asks the “*What’s this Concours thing all about...*” question!):

**Preparation**-This is the group comprised of mostly newer cars, they are being judged on how well prepared they are (ie-clean). There is not so much emphasis on originality as how completely free of dirt the car is, so watch out for those Q-tips!

**Preservation**-This group is the opposite of Preparation, it is for cars that have been faithfully maintained and kept original over many years, so you will see mostly older Porsches here with decades of careful care and attention. Cleanliness is not so important, but all of the original bits and pieces certainly are!

**Restoration**-This group is made up of cars that have been restored to their original condition. This time consuming process is evaluated by experienced teams

of judges, some of whom actually remember what these cars looked like when they were new! Cleanliness and originality are judged, making this group a difficult proposition for entrants, so thankfully there are cars judged in Touring (top only) and Full (top and bottom of the car is judged).

**Performance**-This group of cars ranges from all out racers to modified street cars, most of them “personalized” to their owner’s liking. You will see a lot of variety in this group, which is judged on cleanliness only and feature highly modified and performance oriented Porsches.

I hope that little refresher course on the Parade Competition Rules helps you spot the different groups at the Concours, and make more sense of the myriad of awards and trophies at the banquet. You can also browse the Porsche Corral and Historic Display for cars that are not competing, but certainly add a lot to the display. Feel free to come a day or so early and enjoy the prep area (air-conditioned!) in the convention center and see all the work that goes on behind the scenes of our Day at the Concours!

Won’t you join us there? For more information see [parade2011.pca.org](http://parade2011.pca.org)

(photo above, Concours Prep)



# Twin City Area and Events/Autocross Calendar 2011

DATE	EVENT	SPONSOR	LOCATION
APR 16 (SAT)	AUTOX ORIENTATION CLASSROOM	MAC (No Cost)	DUNWOODY INSTITUTE
APR 30 (SAT)	AUTOCROSS - MOWOG 1	MAC	VALLEYFAIR
MAY 01 @	AUTOCROSS - MOWOG 2	MAC	VALLEYFAIR
MAY 22	TEEN DRIVING SCHOOL	MAC	DCTC
MAY 28 (SAT)	TEST & TUNE	MAC	DCTC
JUNE 04	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
JUNE 05	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
JUNE 12	AUTOCROSS - MOWOG 3	MAC	DCTC
JUNE 26 @	SUPERSUNDAY AUTOCROSS I	PCA/COM	DCTC
JULY 09	INTERMEDIATE DRIVER'S SCHOOL	MAC	CVTC WEST CAMPUS
JULY 10 @	AUTOCROSS	CVSCC	CVTC WEST CAMPUS
JULY 17	TEST & TUNE	MAC	DCTC
JUL 24 @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
JUL 30 (SAT)	AUTOCROSS - MOWOG 4	MAC	MIDWAY STADIUM
AUGUST 7	AUTOCROSS - MOWOG 5	MAC	DCTC
AUGUST 21	TEST & TUNE	MAC	DCTC
AUGUST 28 @	SOLO AUTOCROSS	SCCA/SCCLAC	WINONA
SEP 10 (SAT)	AUTOCROSS MOWOG 6	MAC	CANTERBURY PARK
SEP 11 @	AUTOCROSS - MOWOG 7	MAC	CANTERBURY PARK
SEP 18 @	AUTOCROSS	CVSCC	CVTC WEST CAMPUS
OCT 02	AUTOCROSS - MOWOG 8	MAC	MIDWAY STADIUM

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 01, JUN 26, JULY 10, JUL 24, AUG 28, SEP 11, SEP 18

PCA DRIVER'S TRAINING at BRAINERD RACEWAY: APR 29, 30 & MAY 01--JUN 18 & 19--SEP 09, 10 & 11

SCM PRACTICE DAYS at BRAINERD RACEWAY: JUNE 13 & SEPTEMBER 19

SCM CAR SHOW - CARS UNDER THE STARS --VILLAGE CHEVROLET--SATURDAY, AUGUST 13

SCCA RACING EVENTS @ BIR: May 25-27-Competition School--May 28-29 National & Double Regional--  
July 9-10 Double Regional--Sep 3-4 Trans Am Pro Racing

COM = Corvettes of Minnesota--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = Chippewa Valley Sports Car Club--www.cvscc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = Minnesota Autosports Club--www.mnautox.com--CONTACT: STEVE GARNJOBST 651-778-0585

PCA = Porsche Club of America, Nord Stern Region--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= Sports Car Club of America, Land O'Lakes --www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-308-6913

SCM = Suburban Corvettes of MN--www.suburbancorvettesofminnesota.com--CONTACT: SCOTT HEGSTRAND 612-619-8615

SCCLAC = Sports Car Club of LaCrosse--CONTACT: AARON JONGBLOEDT 612-308-6913

(BIR) BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

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

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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

VALLEYFAIR = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN - UPDATED MAR 04, 2011



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Service: MF: 7a - 6p, Sat: Closed

**Maplewood Imports - Porsche**  
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Service: MF: 7a - 6p, Sat: Closed



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