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The Prez Sez . . .

by Bret Bailey

I am writing this article as I prepare my car for the Nord Stern Loonacy Club Race. Okay, I really don't have that much preparation other than charging the batteries for the video camera and dropping in a new set of brake pads. It can also use a good wash which I will get to in the next few days.

My '86 911 has been on the racetrack for 10 years now. I am always surprised by how reliable it remains given the heavy duty workouts it receives on the track. It is a strong testament to Porsche. It also says a lot about the quality of preparation the car receives. I really enjoy working on the car, and I would like to take credit for its stable history, but I have to admit the mechanical reliability is due to some of our advertisers – Mike Courtney at Courtney Truck Service and Bob Viau at Auto Edge. Our region is fortunate to have so many good shops in the area, each with their own specialties (Nurburgring for restoration, Imola Motorsports for tuning of the newer cars, and Anderson Motorsports for the Audi's in the group). Carousel Automobiles and Maplewood Imports have also given me high quality service when my newer car has needed work.

While we have too many other advertisers to name here, their names come up on a regular basis in ClubTalk when someone is looking for a specific service. Many are automotive related, but others offer financial, travel, plus other services. If they are advertising in Nord Stern, it is likely several members are customers and will give them positive recommendations. I really

appreciate their support and encourage you to consider them the next time you need one of the services they offer. Besides the Nord Stern newsletter, you can find them on our website under Club Info.

We also rely on the support of sponsors for our Club Race. Once again, Carousel Porsche and Maplewood Imports are the primary sponsors with Courtney Truck Service, Midwave (Jim Leslie), Raymond Autobody, and Shock Doctor returning. Bay & Bay Transportation is a new sponsor thanks to Chip Smith. Please join me in giving a special thanks to this group so that the Loonacy can continue to be a premium quality race.

Time for me to get back to the garage, as I have a new set of tires from Trackside Tire that need to get put on the car!



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1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
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Back cover	N/A	N/A	NA
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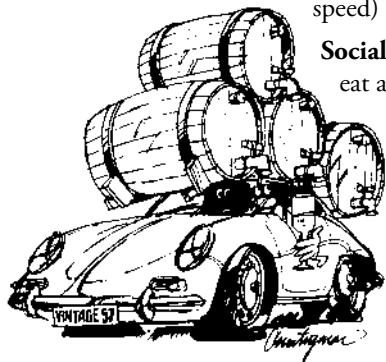
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(and returning members!)

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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!

I have to confess I spoke a tad too soon regarding our monthly newsletter and the printing schedule for the rest of this year.

As the club continues to watch its expenses quite closely this year, it's been decided to print only two (2) of the next five (5) issues so only September and November issues will be mailed. The other months will continue to be produced but as pdf files available online as downloads - just as all months are always available online as pdf file downloads.

In fact, did you know our issues are archived online back to 2000? The early files do NOT include the covers however, as those were the days when hard copies of images were sent in to the printers who scanned and produced the cover art for us. Nowadays I do that with all the images used. Thank goodness for all the digital files and photos! It makes creating a newsletter so much easier than not that long ago. Now I can crop, lighten, darken, resize at will. It's so much fun. Guess that's called having control....something I do confess needing. Probably one of the reasons I have resisted becoming an instructor in the DE program. Sitting in the passenger seat on the track driving at speed - or close enough - is just a hugely uncomfortable spot for me. What I have figured out is I just don't like *not* having my hands on the wheel! I am *not* in control. So I have to admit I have a huge

amount of respect for all the dedicated members who willingly contribute their time and talents to teaching new members/new DE participants the ins and outs of high-speed driving. Such a gift. And how fortunate Nord Stern is to have these dedicated individuals. Yahoo.

Garage Stalls at BIR . . . Rentals Available!

After much discussion, the club will rent the garages for Friday, Saturday & Sunday for our upcoming 2011 Driver Ed events of First Fling, Club Race and Last Fling. We'll only rent Saturday and Sunday for the June Fast Fling.

To keep things simple, the rentals will be for the ENTIRE event. There will be no two-day rentals (or 1 day rental) on the three-day weekends. This will allow those coming up to the track on Fridays access to the garages, even if they are only participating Saturday and Sundays.

Cost will be \$60 for Friday through Sunday. The June event will cost \$50 for Saturday and Sunday. There are 38 spots available. The reservation option for the garages has been added to clubregistration.net for convenient signup.

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Letters to the Editor . . .

courtesy Clubtalk

2011 All Porsche Show

The 2011 All Porsche Show is in the books. I am always amazed at the Porsche automobiles that are in this town. We had over on hundred of the best, at the show today. Kudos to **Phil Saari** and his crew for putting on such a good show and picking the few hours this Spring that haven't been raining.

I would like to thank **Phil Hancock, Dale Trippler, Christie Boeder, and Eric Erickson** who helped me with check-in and taking Courage Center donations. Thanks to all the Nord Stern club members who donated today, we raised \$2020! As always, 100% of that money goes straight to Courage Center. Throughout the year we have generous sponsors fantastic donors, and great volunteers . . . we just don't have overhead!

On another fun note, **Ed Vazquez** our membership guru, picked up six new members today. Ed has really been on a roll this year.

Be sure to come up to Club Race at BIR on Saturday July 30th for Nord Stern's big silent and live auctions for Courage Center. Enjoy the racing (be it as a driver or as a spectator) and stay for the early evening social and auctions.

– Thanks, Keith Jones, Nord Stern's Charity Coordinator

Thank you Phil for putting the All Porsche Show together. An exciting event for members and a great way to show the public some of what our club is about at this unique venue.

I certainly can't leave out a thank you to Keith Jones for his amazing ongoing work for Courage Center, and another 6 new members is fantastic news, thank you Ed !

– Jim Bahner

The volunteers at the All Porsche Show deserve the credit for making it a very pleasant and smooth running venue. There were approximately 100 cars and perhaps 200 people who were treated to one of the best arrays of Porsches assembled. We also

raised over \$2000 for Courage Center, thanks to the work of **Keith Jones**.

The volunteers were: **Eric Ericson, Keith Jones, Phil Hancock, Dale Trippler, Christie Boeder, Mark Swanson, John Dixon, Lee Warner, Mark Pladson, Bob Fleming, Erik Saari, Jim Tourtillotte, Kim and Keith Fritze, Robert Allen, Bob Viau, Jr., Steve Meydell and Ron Faust**.

The City of Roseville has also enjoyed the venue as apart of their Rosefest celebration. We are indebted to them for the invitation to participate.

It was a pleasure to serve!

– Phil Saari

Well done to all volunteers! It was an impressive array of Porsches in one place, and a well run event. Thank you.

– Chris Johnson

Sunday Autocross

Thanks to Harvey Robideau and Wally for putting on a great Autocross on Sunday, June 26th. Tough choices with multiple events scheduled on Sunday, for sure. Still some P cars in attendance. A great, relatively fast course made for many smiles.

– Mark Kittson

Nord Stern Rally Finishes Strong

Lon and I would like to thank everyone who drove the Rally Yesterday. We had a wonderful turnout and beautiful weather. Sorry about the instruction error, but everyone dealt with it admirably. We hope you all had a good time and enjoyed the drive and the party afterwards.

Congratulations to the winners, **Michael Bredahl** and his navigator **Joan Sheriff**. Good job to second place winners, **Mike Tietel**, his navigator **Nicole Tietel** and his crew, **Shelby and Riley**.

Continued on page 14



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2011 Calendar . . .

August

- 6** **Vino in the Valley - 11 am**
Eventmaster Randy Walker, see ad on pg.13
- 21** **Roll On With American Pride Show**
9 a.m. - 4 p.m.
Chester Bird American Legion in Golden Valley
Proceeds go to POW? MIA causes
Questions, Joseph Yenksoy, 612-202-7678

September

- 5** **Annual Rochester Labor Day Picnic & BBQ**
Eventmaster: Jeff Boehm, jbandbj@gmail.com
- 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
- 13** **Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Bret Bailey
6:30 Social, 7:00 Business Meeting
All Members welcome and encouraged to attend.
- 23-25** **Annual North Shore Color Tour**
Blue Fin Bay in Tofte, MN
Eventmaster: John Dixon, eyerack@tcq.net

2011

October

- 11** **Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Bret Bailey
6:30 Social, 7:00 Business Meeting
All Members welcome and encouraged to attend.

November

- 8** **Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Bret Bailey
6:30 Social, 7:00 Business Meeting
All Members welcome and encouraged to attend.
- 20** **Joint Event with Mercedes-Benz Club**
Old Log Theater - Noon lunch with Matinee
Eventmaster: Paul Bergquist pbassocinc@aol.com

December

- 13** **Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Bret Bailey
6:30 Social, 7:00 Business Meeting
All Members welcome and encouraged to attend.

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Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. There will be a free guided tour of the cheese factory, after which you will be able to browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information check out their website: <http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 6th.
- **Start Location:** Point Douglas Park, Prescott WI.
- **End Location:** Vino in the Valley.
- **Time:** Arrive by 11am, we will leave the lot at 11:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60 Nord Stern club members who register by July 31st 2011.
- The event will be open to non Nord Stern club members if space is available. No registration will be accepted the day of the tour.
- To register please send an email to: rswalker@baldwin-telecom.net

Letters to the Editor . . .

continued from page 8

And coming in a close third, **Michael John** and his navigator, **Carrie John**.

Everyone did very well on both the distance and answering questions. Hope to see you all again next year.

– Dale Trippler and Lon Tusler, Rally Masters

Dale and Lon, Thanks for your time and effort in putting together the Rally. Fortunately the weather cooperated and we all had a great time. Terrific driving route and Hot Dogs at the Rennenhaus. Who could want more?

For those in the club who have yet to experience one of these rallies, put it on the schedule for next year. They are always a fun event. Thanks,

– Phil and Laurie Hancock

Great people and a fun route! One the way home our “crew” said, “*That part before and after the U-turn was fun! Can we do it again next year in the 911?*” ;-))

– Mike and Nicole Tietel

Thanks to all the rally event masters and participants! Look for a photo recap in a future Nord Stern.

Meanwhile, isn't it somewhat uncanny that all three winners are named Michael/Mike? Coincidence? Perhaps... but Fred and I are already hard at work on our winning strategy for next year. ;-)

Thanks all,
– Jill and Mike (formerly Fred) Daneu, Nord Stern Photojournalists

Advertiser Kudos

Last weekend I noticed the bumper on my 1973 914 was pushed in on the driver's side and I am now looking for a shop to straighten it.

Thanks for any leads,

–Mark Fandrey

Collision Color in Excelsior. Ask for Mark Staubly, great fabricator/bender.

– Ray Newman

Id have to second that as Mark did my C4 a number of years ago. Very nice job on a body that really needed some TLC. Plus, Mark is a local NS member.

– Jon Beatty

Henry Luft is another fabricator/NS member. 425 765-6302.

–Stephen Powless



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To continue our series of vintage Porsche ads to the right is a scan of a full page ad that is LONG on text but with a few choice photos to illustrate the point. And that point always has been the drive for perfection that has underpinned Porsche products and designs since its inception.

The 'article' succinctly highlights the key points of Porsche engineering. While it certainly can be argued that some designs have been more successful than others, it's tough to argue with the overall strategy. I often think of the variation on Abraham Lincoln's famous quotes about fools, modified to, *"You can please all the people some of the time, and some of the people all the time, but you cannot please all the people all the time."*

Oh so true!

This 'ad' (note it's third in a series!) dates from October 1962 and what I find particularly interesting is the actual design and layout itself; very long on an informative albeit self-serving text, versus the ads of today with major images and few, but choice, words. Advertising trends and copy editing have moved in many directions in 50 years!

One of our favorite ads created by local ad agency, Fallon (one of the 5 original partners was/is long-time Nord Stern member, Fred Senn, and Fallon had the Porsche account in the late 80s and 90s) graces my hubby's office in poster format. A front and center 935 (nicknamed 'Moby Dick' for it's huge tail) takes up most of the layout with the simple lines that say it all:

There are leaders and there are followers. Life is really quite simple, isn't it?

– Cheers! Editor, Christie Boeder



the continuing search for perfection
no. 1 in a 1962

International Porsche Rally draws Porsche enthusiasts from all parts of the world.

Satisfaction for the purist



The knowledgeable motorist is a hard man to satisfy. He wants the finest that modern engineering can offer — without any compromises. For this man is a purist, evaluating every feature with a critical eye. He appreciates the subtle interplay between an expert driver and a really well-designed car.

What is this interplay? Most call it "road feel." It's something that can only come about when a car responds to the driver's slightest motion — with the trained "sixth sense" of a polo pony. There has to be perfect balance between engine, steering and brakes.

That's why so many purists like to sit behind the wheel of a Porsche — an experience that anyone who wants more than mere transportation shouldn't miss.

A Breakthrough In Automotive Design

For Porsche is a unique car... far beyond the whims of fashion. In 1950, its design was revolutionary. Since then, many Porsche features have been widely adopted: air-cooled rear engine, torsion bar suspension, ring-type synchromesh transmission — all products of the automotive genius of the late Professor Ferdinand Porsche and his son Ferry. All these features, and more, are characteristics of Porsche's development — a search for perfection that continues year after year.

The Winning Margin

Professor Porsche was a great believer in testing on the racetrack what he intended to offer to the public. Out of



Precision measurement of cylinder head verifies Porsche craftsmanship.

nine starts at Le Mans, between 1951 and 1959, Porsche won its class eight times. These are laurels picked nearly at random in the racing calendar. And Porsche enthusiasts are justifiably proud that the winning cars and their own are, in essential components, the same. Today's Porsche, *par excellence*, is in this tradition.

What does this mean, in every-day driving? Simply that the surging acceleration, swift handling and sustained high speeds every Porsche owner enjoys are well within the car's potential. That Porsche is a car with inherent safety — and tough, unflinching reliability. (As witness its recent victory in the 8,000 mile trans-Africa rally, from Algiers to the Cape of Good Hope.)

Sports Car Luxury

Another result is that a Porsche provides real *grain torismo* comfort without the hint of a "compromise." Porsche owners, for instance, find the race-bred sitting position lets them drive long, fast journeys — and feel fresh as the wind at the end of them.

Satisfaction for the purist, indeed — for positive proof you have only to take a demonstration drive. Just contact your local Porsche dealer — or for information, prices, etc., write PORSCHE OF AMERICA CORPORATION, 527 Madison Avenue, N. Y. 22, N. Y.

all it shares with other cars is the road,

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Porsche Returns to LeMans

Courtesy PCNA

ATLANTA -- June 30, 2011 -- Porsche returns to Le Mans with a works-run LMP1 sports prototype. The first outing of the completely new developed race car is planned for the year 2014. With 16 overall victories, Porsche is the most successful manufacturer in Le Mans. The most recent win was in 1998 with the Porsche 911 GT1.

"Motorsport was always an essential part of the Porsche brand," emphasises Matthias Müller, President of the Executive Board at Porsche AG. "So for us it was only a matter of time before we returned as a factory to the top league of racing. Porsche's successes in Le Mans are unrivalled. We want to follow up on this with the 17th outright victory."

With the RS Spyder sports prototype that was run with great success from 2006 to 2008 by the factory-backed Penske Racing team in the USA and to 2010 by several customer teams worldwide, Porsche has set the benchmark recently in the LMP2 category.

"With the RS Spyder we proved that our motorsport engineers in Weissach are at the forefront," says Wolfgang Hatz, Board Member for Research and Development at



Porsche AG. "For instance, we were the first to run a high-revving race engine with direct fuel injection, DFI, setting new standards in performance and efficiency. Recently, with the 911 GT3 R Hybrid, we adopted a completely new drive technology for racing purposes and achieved a considerable reduction in consumption."

Hartmut Kristen, Head of Porsche Motorsport, is already prepared for one of the most challenging development programmes in the company's history. "We're looking forward to the task of developing new technologies and to continue on with the success of the Porsche RS Spyder. After the conclusion of our works-supported sports prototype programme in the American Le Mans Series we have kept up with the latest technological advances. Now we will begin with detailed research in order to evaluate the various concept alternatives for our new car. These obviously depend on how the regulations for the year 2014 look in detail. In principle, these regulations are interesting for us because the integration of our hybrid technology in the vehicle concept is one possible option."

Hans Herrmann and Richard Attwood claimed the first overall victory for Porsche in 1970 with the legendary 917 short-tail. The 16th and by now last overall win was secured by Laurent Aiello, Stéphane Ortelli and Allan McNish in 1998 with the 911 GT1. In the years 2008 and 2009, the Porsche RS Spyder sports prototype won the title in the LMP2 category.

Left, Development Program Confirmed for LMP1 Sports Prototype



8th ANNUAL



ROCHESTER PORSCHE PICNIC



Labor Day September 5th, 2011 from 1:00 to 5:00 (or whenever)



This is a BYOBB (bring your own beer and brats) event and is a great way to end the summer!



Join us at:

**3321 Vista View Ct SW
Rochester, MN 55902**



NEW LOCATION!! NO GRAVEL!! ROOM FOR 50 OR MORE PORSCHE!!



Directions available at www.mapquest.com or www.bing.com/maps

**Families
Welcome!**

Please RSVP no later
than August 30th.

Jeff and BJ Boehm
jeffandbj@gmail.com
507-261-9407 cell (Jeff)

**Grills
Provided**

Nord Stern Member Appreciation Day @ MN Cars and Coffee

**September 3, 2011
8:00 AM**



**AutoMotorPlex
8200 Audubon Rd, Chanhassen, MN**

<http://automotorplex.com>

Nord Stern will be the featured group at September 3, 2011 Cars and Coffee gathering. We will have the patio parking spot for the some of our best cars and will be providing information about our club to prospective members. So wear Nord Stern, PCA, or Porsche logo apparel and show your support for Nord Stern.

Parking is limited to a first-come, first-served basis – if you want a prime parking spot, get there early. We have plenty of on-site and nearby public parking for non-show cars.

MN Cars and Coffee attracts hundreds of the best Twin Cities sports and show cars the first Saturday of the month beginning with April each summer.

Admission is free! Hope to see you there....

Out and About with Nord Stern

Photo left, by Ron Faust and captioned: *A proper, pretty clean engine compartment can invoke a smile even in a Brooklyn 5-year-old who only rides the subways. Fine German engineering never goes out of style.*

Alternate caption from George himself: *"Pawpaw, you sure do have a big engine in here!"*

Editor's note, I like George's comments best!

On a recent trip to Germany with a side trip to the Porsche museum, Steve Meydell enjoyed being able to get quite close to the Auto Union on display. It's so interesting to note no ropes or restraining electronics!



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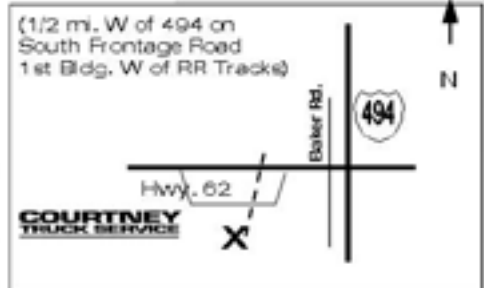
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Book Reviews for Porschephiles:

PORSCHE - The Man and His Cars by Richard von Frankenberg, published 1961 by Robert Bently, Cambridge, Mass.

Review by Bruce Herrington, Riverside Region, courtesy 'The Circuit' and Prix Region PCA

PORSCHE - The Man and His Cars was the first major biography of Dr. ing. h.c. Ferdinand Porsche. It remains one of the best. It is a perennial reference for the preparation of the General section of all the model specific Technical Quizzes at the Porsche Parade. No died-in-the-wool Porsche enthusiast should be without a copy. The book traces the ancestral roots of the Porsche family, complicated by changes in nationality for some of the towns in question, as European dynasties ebbed and flowed. The description of Dr. Porsche's youth makes him sound like a Tom Swift, conducting successful electrical experiments in secret, against the express orders of his father. Success was sufficient, however, for teen-age Porsche to make his house the only one in the village to have electric lights.

It was his electrical experiments that caused Dr. Porsche to become involved in cars, because when the Jacob Lohner company wanted to expand its carriage business into automobiles, it decided to focus on electric cars, and hired Porsche to design them. Notably, one of these cars (to which Dr. Porsche contributed so much (at the age of 24) that it was known as the Lohner-Porsche), was a car with a gasoline engine, and electric motor propulsion. If that sounds like the definition of a hybrid, then Dr. Porsche had hybrids in production long before EPA/Detroit ever thought of them. Oh, and along the way, he had built a racing electric car (with unique streamlining) which he drove to shatter the record for the Semmering track. WWI buffs may be interested to note that in 1902, Arch Duke Ferdinand oversaw military maneuvers using a Porsche designed staff car, with young reserve infantryman Ferdinand Porsche as driver.

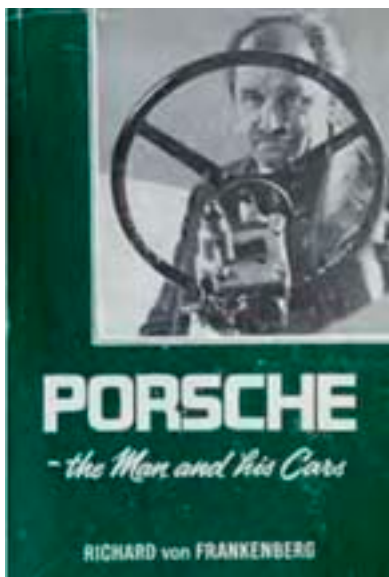
To one steeped in the lore of Porsche automobiles, it is somewhat surprising to find that, as presented in this book, Dr. Porsche's most productive years of automotive design, were probably the late teens through the early 1930s. But after all, a Porsche automobile first saw the light of day in 1949, and Dr. Porsche died at the end of January, 1952. It is son Ferry (given a car capable of 30 mph as a 10-year-old) who is really responsible for the Porsches now on the road.

In addition to automobiles, Ferdinand Porsche designed military transporters, the great grandfather of the beetle engine, aircraft engines, a balloon supported 'helicopter' and, of course,

race cars of various types, many of which he drove himself. The roster of his employers is the who's-who of the European automobile industry. And, every job resulted in stories of his focus, hands-on involvement, genius, and temper! He did not suffer fools, be they mechanics, engineers, or members of the board. Another fascinating, little known story presented in this book, is the effort of the Stalin regime to recruit Porsche to be "State Designer of Russia." Instead, in 1931 Dr. Porsche opened his own design firm, pirating key associates from the various companies for whom he had worked and, in turn, doing contract design work for those same firms.

PORSCHE - The Man and His Cars makes clear that in addition to complete cars he designed, such as the Lohner-Porsche, Dr. Porsche was intimately involved with designing racing modifications for quite a number of vehicles to which his name is not attached. In effect he served as would now be called the Engineer for a variety of racing teams. Unlike most Porsche books, this one is not just about the cars; it really is about The Man — and what a man he was. All in all, this book presents a fascinating story of a complex individual who has left an indelible mark on the world of automobiles, all because he was a kid fascinated by electricity.

PORSCHE - The Man and His Cars contains 32 chapters (plus a chronology) in 224 8-1/2" by 5-1/4" pages, with 52 black and white plates. These plates illustrate everything from Porsche designed electric race cars of 1900 and the mixed drive Lohner-Porsche of 1902, to the 356B of 1959 (and many Porsche designed race cars in between). Though a 1935 'beetle' is included, pictures of Porsche's WWII de-signs, the beetle derived German jeep, the Panzer Tank and artillery items, are notably absent.

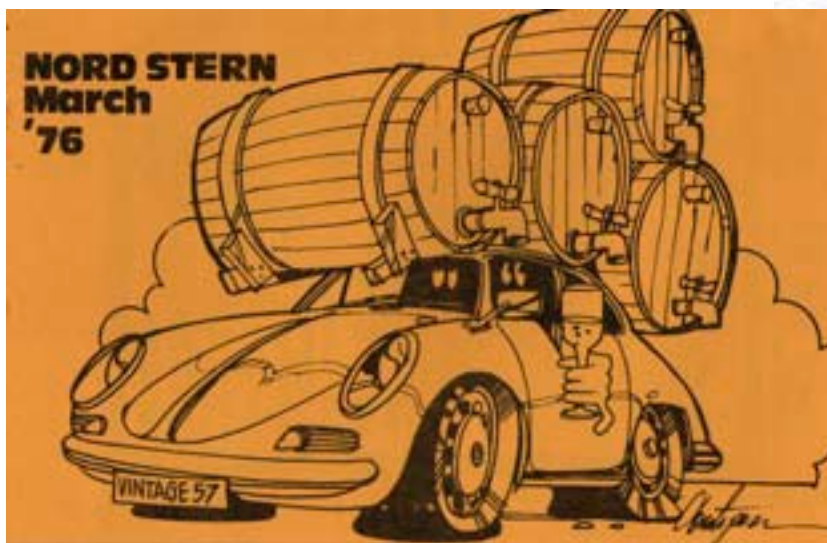


Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



March 1976

- Plans for the August PCA Parade in Brainerd continue; begging for volunteers has begun in earnest. There are already 400 registrations. Maddens is said to be filling fast.



- Transmission rebuilding and undercoating are covered in well attended tech sessions. The social calendar includes an upcoming hayride.



- A technical article on gasoline octane ratings even gets into aviation fuels, which are said to be color-coded. In conclusion, however, John Horner says very few people really need anything better than premium. "High powered" gas does no good in an engine designed for lower octane. Finally, he says "after looking at the insides of many engines, I would recommend no-lead fuel if you can use it. It really is much cleaner and creates fewer harmful deposits."

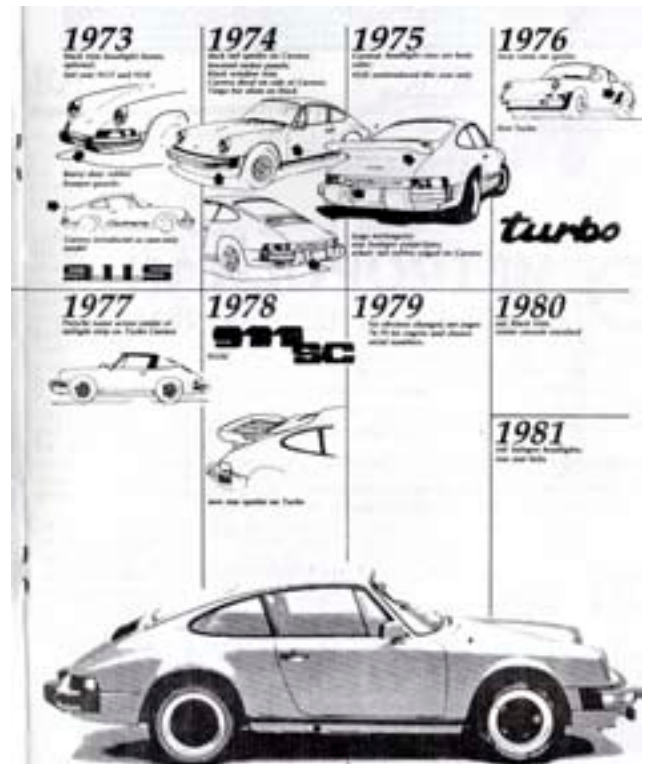
March 1983

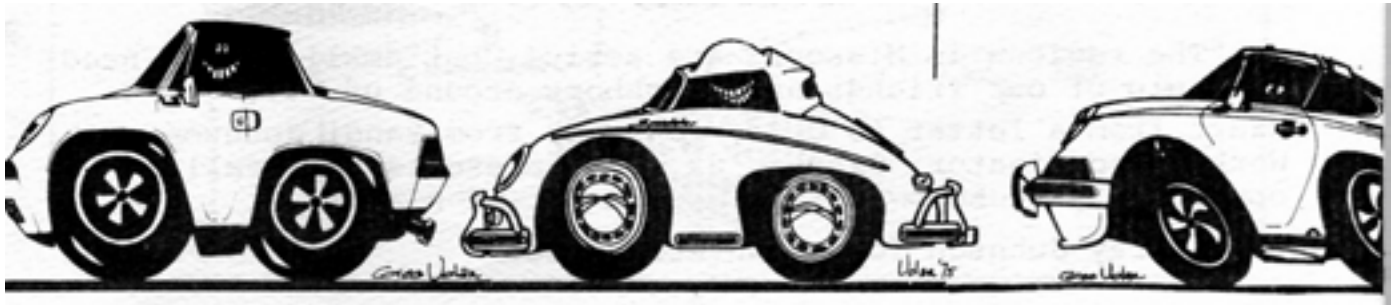
- Lane Hawkinson is President, Phyllis Godfredson is doing the Newsletter.



- An autocross is planned at the Ridgedale Public Library (yes, that's what they said). An excerpt from Bob Bondurant is quoted in the notice, "All the turns do is tie the straight-aways together. The faster you exit a turn, the faster you can get down the straight-away." I thought the straights tied the fun turns together; no wonder my lap times are so slow.
- A swap-meet is planned by Box Cox and Larry Skoglund, the first in nine years.
- Bob Cox is selling a 1961 Drauz Roadster for \$12,500 or best offer.
- A table on value trends from the Porsche Market Letter lists current (January 1983) values for every model back to 1955, including:

1964 911	\$5,200-7,900
1974 Carrera RS	\$12,500-16,000
1970 911T	\$5,900-7,300
1964 356 C	\$8,000-9,500
1963 356 Carrera	\$9,500-12,000
1958 356 Speedster	\$12,500-14,500





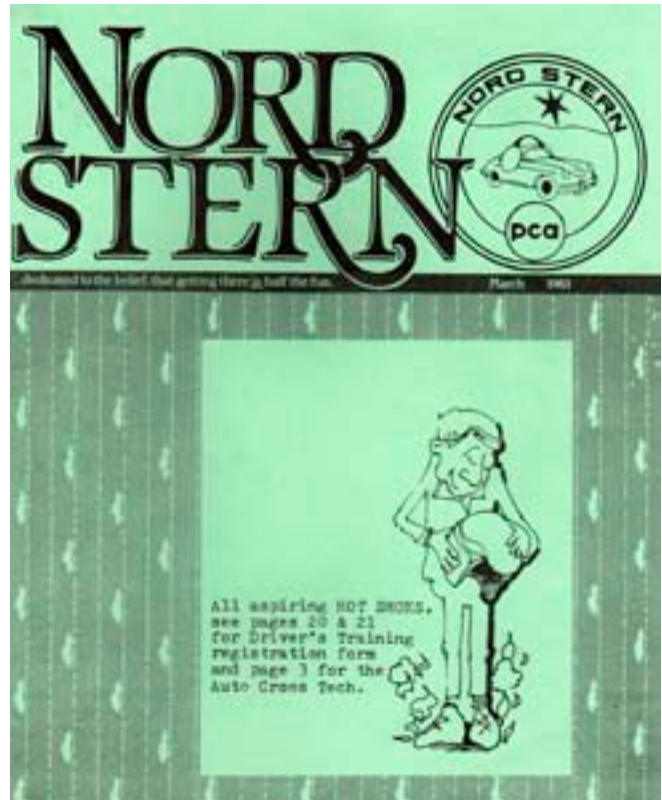
Scanning the Past –

by Ron Faust, notes by Christie Boeder

Above and right are examples of some of the fun link art featured in many issues of the 70s and 80s. Some is by PCA members willing to share their artwork, some by some of our local artists including both Hank and Phyllis Godfredson who are now retired in Colorado. Hank is also responsible for our very unique logo featuring a 356 with earmuffs. So appropos!

The above work was done in 1975 so it's fun to see what models are featured.

As editor, I do have a signifcant gallery of artwork available and do use it ocasionally to augment and/or fill those odd white spaces in the newsletter. I can only sit and admire the creativity and skill of the work that was done and still is!



Remaining Nord Stern 2011 Driver Ed Schedule - yikes, don't miss out!

CLUB RACE AND DRIVER ED EVENT . . . JULY 29-31, 2011

Brainerd International Raceway:Baxter, MN

To register login to: www.clubregistration.net

Costs: First car, first driver: \$350, Nord Stern member, Same car, second driver: \$315, NS member
Club Race Registration/Costs separate from Driver Ed

LAST FLING DRIVER TRAINING . . . SEPTEMBER 8, 2011

Contact Ron Johnson for further info, 952.476.7445

LAST FLING DE . . . SEPTEMBER 9-10, 2011

Brainerd International Raceway:Baxter, MN

To register login to: www.clubregistration.net

Costs: First car, first driver: \$350,
Same car, second driver: \$315



Rennsport Reunion IV Update



Stellar lineup of drivers and cars for Porsche's celebration of its motorsport heritage

For the Porsche Rennsport Reunion IV taking place at Mazda Laguna Seca Raceway in October, it's both the men and machines that are expected to draw one of the largest crowds in track history. And, if early sign-ups are any indication, both elements will not disappoint.

Just a glance at the guest list reveals names that are well entrenched in Porsche Motorsport history. For example, Vic Elford, who won the Monte Carlo Rally and scored Porsche's first overall win at the 24 Hours of Daytona – on back-to-back weekends; James Weaver, Porsche 962 driver for Dyson Racing and a Daytona and Sebring winner; Gijs van Lennep, Dutch Porsche 917 and 911 driver who won Le Mans with Helmut Marko and the last Targa Florio with Herbert Müller; Chip Robinson, IMSA champion with Al Holbert in a Porsche 962; George Follmer, who took the turbocharged 917 to Can-Am championship; Dan Gurney, who scored Porsche's first successes in Formula 1; and Hurley Haywood, the most successful Porsche endurance driver with wins at Daytona, Sebring and Le Mans. More than 50 drivers of similar stature have already said “yes” to Porsche's invitation for the October 14-16, 2011, Rennsport event. The rest of the names will be announced as the event gets closer.

And it's not just drivers that made their Porsche race cars famous. Attendees will include Norbert Singer, recently-retired Porsche Motorsport engineer, known as the father of the Porsche 962; Hans Mezger, who headed up the Porsche Motorsport racing engine function from his Dan Gurney F1 motors through the 917, 935, 962 and McLaren F1 engine; and Alwin Springer, former Vasek Polak 917 crew member who later built engines at his company Andial and served as president of Porsche Motorsports North America. Jörg Bergmeister, Patrick Long, and the rest of the current Porsche factory drivers, will all attend Rennsport.

The Porsche Club of America is honored to assist the Porsche Rennsport Reunion IV with several

activities: History of the Porsche 911 Display, Porsche Model-Specific Parking Corrals with Parade laps of the track, PCA Hospitality and Membership Center, two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars, and PCA Volunteer Pool—workers to assist with the club's involvement. Enhancing the Rennsport Reunion Cup race, Michelin Tire Company comes on board as the spec tire manufacturer for that exciting contest.

We are looking for exceptional examples of Porsche 911 production models for the History of the Porsche 911 Display at Mazda Raceway Laguna Seca during the event. It will be a display representing the 911 model throughout its generational life. **Please contact Tom Provasi for information and registration at tprovasi@netgate.net or 408/947-0980.**

PCA members will be invited to use a terrific PCA Hospitality and Membership Center that will be open for all days of the event, October 14-16, to park safely in one of the **Porsche Model-Specific Parking Corrals** (a corral parking ticket will be required— please visit www.mazdaraceway.com for ticket information), and to enjoy Parade laps of the track with their Porsches.

We will need PCA volunteer workers to assist with our activities at the Rennsport Reunion IV. **If you are interested in supporting this memorable event, please contact Sharon Neidel with the PCA Volunteer Pool at sharonneidel@yahoo.com or 650/508-1308.** We will have a very special event memento for the volunteer workers.

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: www.porsche.com/usa/rennsport-reunion-iv/. For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at www.mazdaraceway.com or 800/327-7322.

Please stay tuned for more announcements in PANORAMA, at www.pca.org and in E-Brake News. ☼

Have you read today's paper? We will soon be enjoying a "Silent Spring". You know, a world overrun with whisper quiet electric vehicles. (I refuse to call them cars). President Obama wants to see 20 million of these monstrosities on our highways before this decade is over, current mileage minimums have just been jacked up to 56 miles per gallon! It was in all the papers. Do you suppose this would move folks to rethink their resistance to electric locomotion?

Before we ponder this unholy development any further, lets go back to another "Silent Spring". It was the title of a book by one Rachel Carson. Rachel was not a car girl, she was a bird girl, and her book warned the world that DDT and other pollution would kill all the birds. There would be nary a sweet bird song to herald the arrival of spring Just an eerie silence.

Her book was a bestseller. Made her famous; probably even rich and famous, It came out in 1962. Scared the hell out of me. Even worse, I had to live with the fear that I was one of the unthinking oafs responsible for it all.

Fortunately, Rachel was wrong. The birds didn't get the word. Come spring, they were back. Millions and millions of them. Whew!

I can only hope that my worries about a Twenty First Century silent spring are dead wrong too. Must we all tool around in electric go-carts to meet government mandates?

Who will break the news to the eleven thousand car buffs who gather at our State Fairgrounds every summer. I spent my Father's Day chatting with the guys and gals who bring their magnificent machines to this annual event. These are not just "old cars"; most have been rebuilt from the ground up. They are works of automotive art.

I would guess that hundreds of thousands of car fans -- some even older than me -- showed up. I would also hazard an opinion that none of them share the "cars-are-just-damn-polluters" attitudes of our law makers.

But, then, anyone can whine about a problem or an injustice. What should we car nuts do about it? First, keep your "real car" or buy one while you still can.

Think long and hard before you sell. I didn't and it hurt like hell. I had to watch some young dude climb into my mint-perfect 928 Porsche and drive off into the sunset, I hope

he enjoys it as much as I did. At least he's not likely to trade it in for a hybrid.

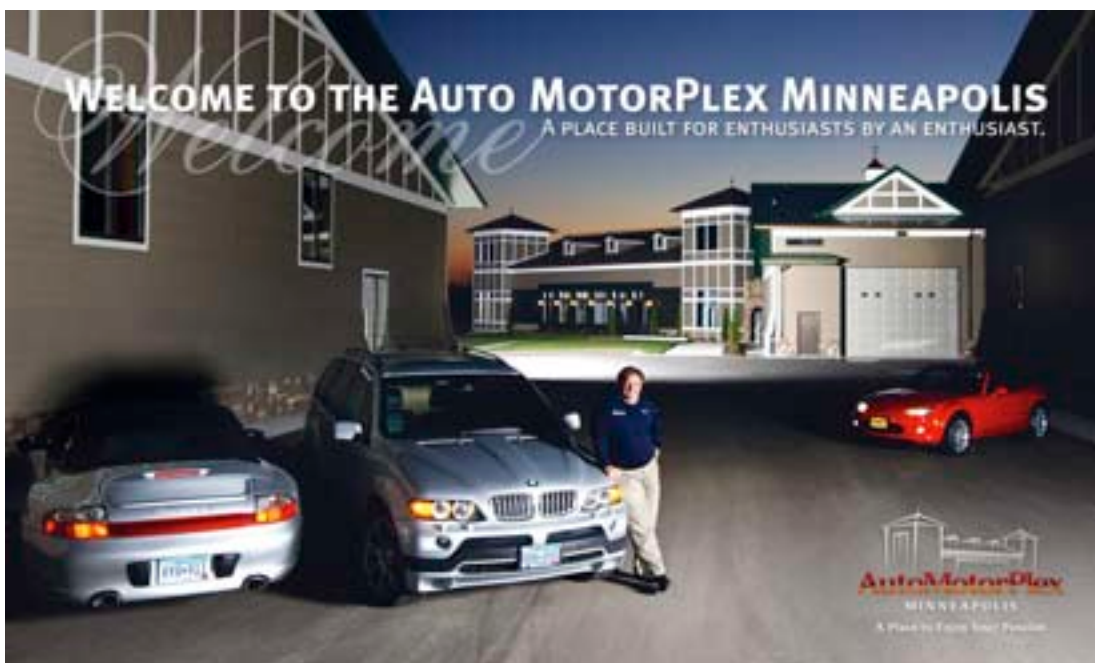
Comes winter, store your car and coddle it.. But when spring rolls around, roll out your wheels and make some joyous sounds,

Don't let "Silent Spring" happen!

Ken: thinkmk05@comcast.net

(editor's note: Now, Ken, you sold that 928 so you could make room for that newer Porsche I hear you LOVE driving these days; the Panamera! Gotta admit that even all us car people can't own ALL the cars we undoubtedly would like to, but can't, for all those obvious reasons: space, expense, time, space, space, space! Think of your sale of the 928 as the opportunity to 'share with another soul the sweet joys of owning and driving a fine automotive machine that runs on gasoline and perhaps doesn't get quite the mileage that is probably better for the environment!' I'll bet he is really enjoying the car you saved for all those years.

And I can relate as all the Porsches we have purchased and driven for however long we owned them, or still own them, were from someone else who 'saved' their car knowing there would be that next new owner more than willing to care and drive that fine automobile - regardless of the mileage and maintenance! So unlike the vast majority of 'daily drivers' on the road these days. Although the Boeders have made it a 'habit' or philosophy to own our vehicles forever or until they 'die' so I suspect the average number of years we've driven our vehicles - excluding the P cars which go even longer - way exceeds the average and can probably be counted more in terms



Vintage Racing

Photos by Mark Pladson



Reporting on Nord Sterners activities finds Mark Pladson purchasing a “1964 Morgan 4/4 factory lightweight competition coupe. The car was build as a factory race car and shipped to Argentina where it was raced in South America in the 1960’s -70’s and brought back to the US by a student in the 1980’s where it was put on the road as a street car (editor’s note: !!). It was restored to 1964 race trim in 2000 with additional work

done in 2008. The car has a Ford Lotus Cortina engine and transmission, Kent motor with a cross flow head dyno’ing at 155 hp. The car weight is 1400 lbs with fluids so sounds like fun. It is in the same vintage class as Porsche 904 and RS60 so will be running with some pretty cool cars. The car has run at Monterey Historics, Coronado Festival of Speed, Sonoma Historic and Road America. Mark is looking forward to racing it on the West Coast initially with plans to bring it back in Minnesota in a few years. He’d also would like to race it at Lime Rock and Watkins Glen in the future. Looks like a lot of fun, Mark!



ClubTalk: Aux power outlet vs cigarette socket: Is there a difference?

Aux power outlet vs cigarette socket: Is there a difference? I bought a tire air pump that plugs into an aux power outlet but it really doesn’t work well at all to pump up the tires of my 2000 boxster. The instructions say not to plug it into the cigarette lighter socket, which is really all I have in the boxster. So, I’m wondering if there is a big difference in the power output of the typical aux power vs cigarette lighter sockets?

I’ve been looking to buy a 120v to 12v converter (so I can at least plug the air pump into a wall outlet via the converter) and it’s looking important to understand output amps for those.

Any suggestions for a better pump would be appreciated, too. Thanks, Jim Bryant

Hi Jim, The easiest solution would be to add a fused socket to your battery. It would always be on and would be the ultimate socket for 12V power. I haven’t seen any over 20A. That is quite a bit of current.

If you can get schematics for your car I can try to figure out different solution for you if you don’t like the one above. You would need to change some wiring. Maybe it will be useful for other people too. Read below to understand more.

Think of electricity as water:

- You have a bucket of water (battery)
- The taller the bucket, the higher the pressure (Voltage)
- The bigger volume the bucket, the more gallons you have (Amp Hours marked on your Porsche battery)
- The bigger the hose coming out of the bucket the more volume it can transfer (Amps).
- You cannot suck water out of the hose which is why your pump runs slow. The hose (wire) to your outlet is too small, the fuse is a guillotine that cuts the pipe (wire) if you try to use too much water too fast (amps).
- When you plug your pump in the pressure at the end of the pipe drops (voltage) and the pump runs slower. If you had a meter you could measure the voltage across the two wires at the pump if there is a little two prong plug to disconnect the cord. You would see the pressure (voltage) drop to something like 5 to 10 volts instead of the 12 it needs so the pump slows down.
- The wires can get hot if you do this but the fuse is “supposed” to protect it. I would assume Porsche did their homework.

Call or email me at todd@microwebinc.com if you want me to help more. I love little challenges. Thank You, Todd Knettel



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Time to restock the garage - 1990 964 C

4150k 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/AR1s 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 944 Turbo S7J x16 with Pilot SX sport 225/50 ZR169J x16 with Conti Sport Contact 245/45 ZR16. \$750 or Best Offer. Loren Stiles H-952-892-0214 or C-612-201-4304

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