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September 2011





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

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

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

Please contact staff for any event coverage you need

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Cover: From this year's All Porsche Show in late June comes this fabulous close up of the filler cap of the highly modified turbo signal orange 914-6. Photo by Ron Faust, and being rather partial to signal orange, this is in my top 5 cover shots of all time....!



2011 Officers & Committee Chairs

Address changes

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Call Christie Boeder 612 845-4509.

The Prez Sez . . .

by Bret Bailey

I had been a long, busy summer. There had been many trips to racetracks and the old 911 had run well for all of them. I was happy with how the summer went, but now I was ready for a more relaxing weekend. Our drive up to Blue Fin Bay was familiar, and once again we asked each other why we don't get up there more often. We stopped for a fun lunch in Duluth, then started our drive up the scenic lake shore. We laughed about how so many Minnesotans had no idea of the scenic beauty just a couple of hours from their homes.

In the morning, we woke up on our own schedule and could hear the waves crashing against the shore. Looking out the window, we saw a ship slowly moving across the horizon. The skies were clear and the crisp fall air was a bit cool. It was the type of day when you wear a pair of shorts with a sweatshirt and feel just perfect. We stop at the café to grab a quick breakfast and a cup of coffee. There were already 20 Porsches there and more were still on their way. Everything from 944s to Boxsters, 911's, and even a couple of Cayennes. The day would be filled with hiking, shopping, driving through the forest, seeing old friends and making new ones...

Much of my life is about going fast – on the track, rushing to get to work, or seeking a way to get more time into my schedule so that I can get all of life's tasks completed. The Fall Color Tour is my time to slow down and enjoy all of the wonderful things in life, the beauty of nature, the companionship of great friends and curvy roads that are more fun when experienced in a Porsche.

I look forward seeing many of you and making more memories at the Fall Color Tour again this year. John Dixon has once again done a great job of planning. As of mid August, there are still rooms available. If you have not gone before, this would be a great year to slow down, enjoy the scenery and make your own memories!

Editor's Note: and the photo below of Bret is from last year's Fall Color tour....!



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2011 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 ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated. Contract and 6 month payment required for ad insertion

Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



August Aquila & Emily Haliziw

Minnnetonka, MN

'08 Cayman S

Jim Destiche

St. Louis Park, MN

Carrera S

Kevin Fitz

West Fargo, N.D.

'87 944 Ex Spec 1 Race Car

'03 911 Turbo Coupe

Mark Megerian

Rochester, MN

'88 911

Glen Robertson

Spring Park, MN

'96 911 C4s

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.

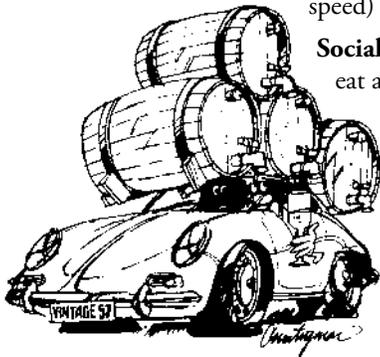
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!



As always, the lament as to where has summer gone holds as true this year as any. Certainly a summer filled with much activity and a lot of bizarre weather. Nothing boring around here for sure. Sometimes boring is good, though! I'd have to say August has been boring - but in that positive way. Lots of nice weather to take advantage of before the chill of fall sets in. Good days for long bike rides, long walks with the dog and for cruisin' in the P car. Ahhh, it's what makes surviving winter all worth it.

I'm thrilled to know that this issue will be printed and mailed to members. The next mailed issue will be November so for all of you who have called worried about not receiving a newsletter rest assured there is a reason and method to our 'madness!'

While much of the world barrels ahead into the realm of the digital, Nord Stern will still try to maintain a print schedule as finances permit. Our current goal is to revisit the print schedule for 2012 and my personal hope is that newsletters will be printed monthly again. Our website does archive each issue and the file for the whole newsletter is there as a pdf download (and if you haven't ever downloaded it do so sometime as it's great to see all the interior photos in 'living color'. Such a nice dimension and does much more justice to the work of all the members who so willing share their photographic talent with us!

This issue, in fact, features a particularly fun and interesting follow up of the summer 'Vino in the Valley' excursion with photos and captions by Jill Daneu. Thank you, Jill! Plus a full report of the All Porsche Show by Phil Saari, photos by Ron Faust is a must read. Enjoy! And see you at the next event . . .

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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Shop Recommendations

A quick note about my experience with one of Nord Stern's advertisers, Don Kavanaugh at Dentkraft.

Great customer service and great results! Our daughter's Jetta had gotten caught in the hail storm in May that hit St. Louis Park. The car had a lot of damage but the insurance company adjuster had missed many of the dings. Don negotiated with them to get all of them done and the car looks great.

Plus, with their new facility at 15730 Wayzata Blvd in Wayzata, they are just around the corner from my office.

We are very pleased and I'll bring our GMC truck in for some work, at my cost, next month.

– Bruce Boeder

I want to second Bruce's comments. I had my Boxster repaired after a ladder fell on the rear quarter panel and you would never know it happened.

– Steve Meydell

I agree with Bruce, Don and his team do a great job. It's one of those companies that has exceeded my expectations. Way to go, Don.

– Bruno Silikowski

Auto MotorPlex Minneapolis

I second that and if anyone is thinking about using his services, I feel free to email me and I can email pictures of the work he did on the Porsche fender, side panel, and rocker panel (this one was unbelievable) after a little "jack" accident pushed it in.

We were so impressed, we brought our Acadia in for a repair on the rear hatch after my Trophy Wife opened the back, while lowering the garage door at the same time. Opps (The Trophy Wife gets away with little indiscretions in our house). I would definitely use him again (if needed).

– Todd Smith

I can't say enough to adequately praise the work that Dentkraft has done for me. Highly recommended!

– Rolf Penzel

Will add to the list of recommendations, plus we also use Don for our customers also!

– Kevin Tan, Imola

Another Advertiser kudo!

I thought I would give a nod to Clinton at Restoration Auto Glass (Nord Stern Advertiser) - he found a new aftermarket windshield for the race car at a really great price (ie - less than I thought a used one might cost).

– FYI, Dan Tokheim

Ditto. They replaced my 951 windshield this summer for about half of what my insurance company anticipated.

The results were excellent and the process was painless for me. I left the car at their shop for a few hours and presto!

– Doug Anderson, Kasson, MN

Vino in the Valley

Thanks to Randy for another wonderful day of driving and dinner. Love the roads in Cheese Country except for the loose gravel. But thankfully Randy arranged a free car wash while we were eating dinner at Vino in the Valley. That Randy, he thinks of everything.

30 cars, twice as many friends to visit with, good weather and best of all good food and wine. If you missed this one, don't miss out next year.

– Dale Trippler

Thanks to Randy and Sherry Walker for a fun drive through the Wisconsin countryside! Look for a photo recap in an upcoming edition of Nord Stern.

Jill & Fred Daneu

Nord Stern photojournalists and cheese/wine lovers



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2011 Calendar . . .

September

- 3 Cars and Coffee - Featuring Porsche**
AutoMotorPlex - 8:00 a.m.
8200 Autobahn Rd. Chanhassen
See Page 18 for details!
- 5 Annual Rochester Labor Day Picnic & BBQ**
Eventmaster: Jeff Boehm, jbandbj@gmail.com
- 9 BIR Last Fling Driver Training**
Ron Johnson, porschefreak@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

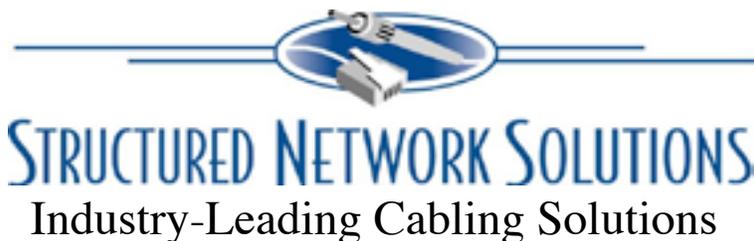
December

- 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.

2011

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The All Porsche Show . . . A Blazing Array of Cars

by Phil Saari

The recent All Porsche Show was one of the best displays of Porsches ever assembled in this area. I have been a member of Nord Stern since 1976 and the only other events that I can remember which rival this show were the 1976 Porsche Parade in Brainerd sponsored by Nord Stern, the North Coast Holiday for 356's held in early 2000 and the 901-O-Rama held last August. I personally counted over 100 Porsches and perhaps 200 plus spectators attending The All Porsche Show. Not all of the spectators were Porsche owners as told to me by Lonnie Brokke, the Director of Parks and Recreation for the City of Roseville. He was in attendance and saw many Roseville residents admiring the cars. He later confessed to me that after attending the All Porsche Shows over the years he decided to buy a sports car. Even though he bought a BMW convertible I said its about the people and not the cars. He agreed.

In the array of 100 Porsches were model years 1953 to 2011. In fact there two 1953 models - a coupe owned by John Waitas called "Fat Tub" as seen on his license plate and a cabriolet owned by Russell Hagen. You generally would need to go to a 356 Registry event to see these years of cars. There were many one of a kind cars, or rarer, such as the 356's mentioned, a 911 Speedster, a 911 RUF, a 914-6, two nice 912's, a GT3RS, and others. A car admirer's dream show.

In addition to the car display there were six awards given. **Kim Fritze, Bob Viau, Jr. and Steve Meydell (not pictured)**



(right) capably served as the judges for the awards. The first award



category was for the oldest car. The award was given to **Russell Hagen** (left) with his 1953 Pre-A 356 Cabriolet. The next award was

given for the newest car and this was given to **Dave Kearn** (right) with his 2011 Boxster S he acquired in March of this year. The award



for the most original pre 1973 car was given to **Corey Johnson** (left) with his 1963 356B Carrera coupe. The award for the most unoriginal car was

given to **David Chapman** (right) for his 1973 914 with a 930 motor and quite a few other amenities. Deemed as the rarest car was



Jeff Hassen's 1956 356A Cabriolet (see picture below). The last



award for driving the furthest distance to the show was given to **Ron Faust** (not pictured) having brought his 2001 Boxster S from Nisswa.

The All Porsche Show relied on volunteers working in a variety of capacities. These volunteers were: **Mark Swanson, John Dixon, Lee Warner, Mark Pladson, Bob Fleming, Erik Saari, Keith Fritze, Robert Allen, Dale Trippler, Phil Hancock, Christie Boeder and Ron Faust.**

A special thank you goes to **Keith Jones** for organizing and managing the Courage Center display for which \$2,020 was

A Few Snippets from the All Porsche Show '11

by Ron Faust

Below, the classic Porsche 'lines' say it all

Right: a personal favorite and what I like to call the 'mickey mouse' point of view....

Right, middle: the now iconic GT3 RS look by Ron more than emphasizes the power embodied in this gorgeous vehicle.

Right, bottom: Corey Johnson and Mark Bouljon enjoy the day, the cars and the PEOPLE!



raised. This is the most of any All Porsche Show donations ever received. Also a big thank you to Eric Erickson and Mark Bouljon for assisting in the overall organization of the event. The City of Roseville can not be forgotten as it was their Central Park we used for the fifth straight year.

The All Porsche Show has become one of the major events of the year for Nord Stern. Again, it is about the people.

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Next our series of vintage Porsche ads to the right is a scan of a Road and Track ad that is once again LONG on text but with just a few photos to illustrate the advertising message.

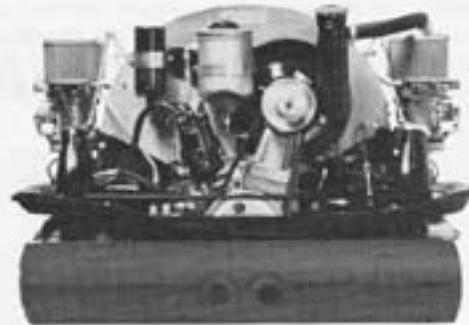
What grabs your attention, however is that headline! **Giant-killer.** That's catchy, to say the least. Makes me want to grab my hat and run for the hills (probably NOT what the ad guys really want but I'll be honest here).

I really am fascinated by the evolution in advertising from wordy articles to today's short, sweet, to the point multimedia blasts. And the name of the game these days is definitely 'brand recognition' and less of a need to 'extoll' a product.

And obviously so necessary these days since no one (or very few!) sits down and reads through lengthy text these days - it's all about the sound bite.

For better or worse, it is what it is. But you do have to admire the verbiage in an 'article' such as this one.

- Cheers! Editor Christie



Giant-killer.

Casual readers of today's automobile advertising could easily assume that any engine producing less than 250 H.P. is for little old ladies. Why then a mere 88 or, at most, 107 H.P. in a competition car like Porsche?

No one can evaluate an automobile engine by itself. An engine can be judged only by its efficiency in running the automobile it was built to run.

Dr. Ferdinand Porsche developed the Porsche engine, not as a separate entity, but as an integral part of his unique automobile. Just as his concept determined the size and shape of the Porsche, so did it determine the nature, location and size of the engine.

Porsche's engine, refined over the years, is compact, air-cooled, easy on gas, and remarkably durable. It is made of aluminum alloy and assembled by hand. Since Porsche makes a mere 50 cars a day, engines can be checked,

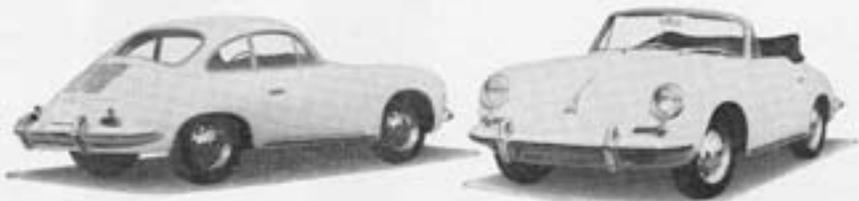
tested, and re-tested. Few automobile engines ever made have been so stringently inspected during and after manufacture.

The efficiency of this engine is best judged by Porsche's incomparable racing record: Thousands of victories against all types of competition in every corner of the world. Each year in Florida's 12-hour Sebring race, Porsche demonstrates its ability to run flat out hour after hour while more powerful engines quit under the strain.

No question about it — this responsive, economical, tough little engine is truly a giant-killer—just right for the car it was built to run. Is it right for you? Why not see for yourself?

Drive a Porsche and drive it a good long way. For nearest dealer's name, write Porsche of America Corp., 107 Wren Ave., Teaneck, New Jersey.

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Out and About with Nord Sterners . . .

submitted by Jeff Boehm



For those of us with a certain longevity, shall we say, in the club the graphic in the photo of an abandoned hood to the left is well-known! Toad Hall Racing is long time Nord Stern member and racing fanatic extraordinaire Peter Kitchak's signature logo. He still uses it on his numerous notable and historic race cars collection. Recently seen at the Kohler International Challenge with Brian Redman over at Road America, Peter championed 3 separate vehicles in various classes.

Jeff saw the hood 'residing' at the old TJR Auto Body while buying some parts from Todd. Thanks, Jeff, sending in your 'find'!

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

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**Families
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Please RSVP no later
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Jeff and BJ Boehm
jeffandbj@gmail.com
507-261-9407 cell (Jeff)

**Grills
Provided**

NS Rally '11 Was 'Just for Fun!'
Photos and captions by Jill Daneu



Left, Kim and Keith Fritze get ready to roll



Left, Keith Fritze 'questions' Michael John's winning rally strategy

Right, John and Linda Elliott are enjoying John's birthday rally!



Right, Jo cracks the whip when it comes to waivers!



Left, Jo and Dale say, You won't believe some of these scores!



Left, Father Brian and son Matt Mayer enjoy their first rally!

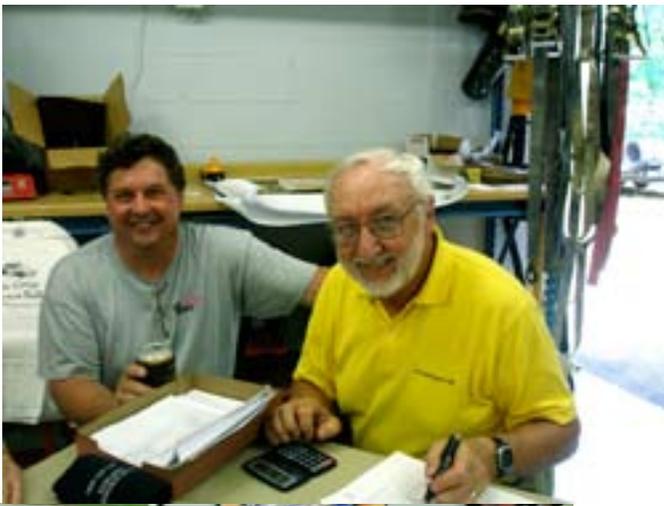
Right, Doug and Cathy De Bono sport their 2000 Boxster



Right, Dale gives Brian and Matt Mayer (first car out) a thumbs up



Right, Rally event-masters Lon and Dale tally the final scores



Right, Roy and friend Cece have a laugh over their arrival time



Left, Kosta and Rudy toast to the rally's success



Left, Mike Jekot's 356 that is 'resting' in Lon's garage

Right, Linda & John Elliott enjoy everyone's offkey birthday tunes



Right, Carrie John (r) shares rally tips with the DeBono's



Left, Lloyd and Jody Vasilakes are all smiles



Left, Lloyd Vasilakes (L) and Michael John grab a brewski



Left, 1st place awarded to Michael Bredahl & Joan Sheriff



Left, Third-place winners Carrie and Michael John



Right, The Hancock's (L) congratulate 1st place winners



Right, Terry Saxton and Jody Vasilakes share rally notes



Left, Terry and Janie Saxton drop the top on their 2008 Boxster



Left, Second-place honors go to the Tietel family



Right, Rudy Mueller and friend Kostas know the rally shortcut



Right, Roy Henneberger and friend Cece look for some pointers

Book Reviews for Porscheophiles:

Porsche at Le Mans, Sixty years of Porsche participation in the world's greatest motor race by Glen Smale, published by Haynes Publishing, Somerset, UK

Review by Bruce Herrigton, Riverside Region, courtesy 'The Circuit' Gand Prix Region PCA

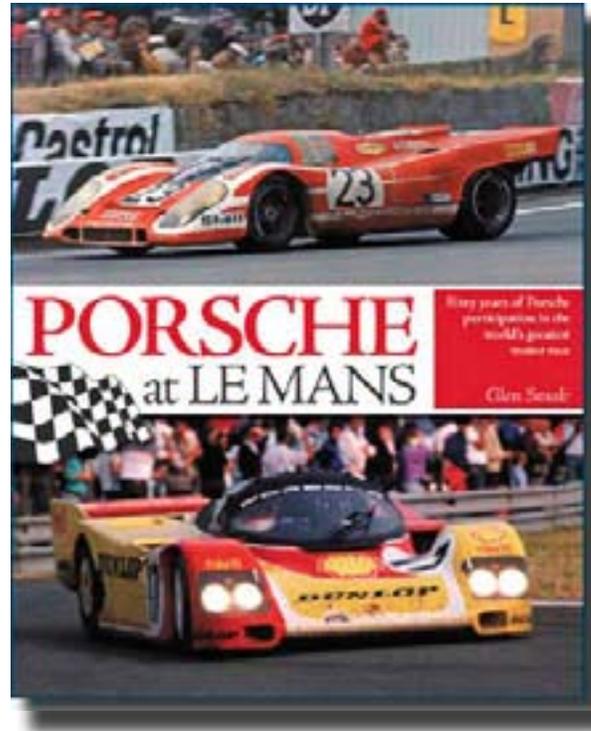
Porsche cars have been involved in the 24hour race at Le Mans since 1951, just 60 (short?) years ago. Sometimes the cars were Factory entries, some privateers (with Factory support), and some were totally private entries. All these cars and their performances are well documented in this extensively illustrated book, clearly the definitive guide to Porsche's sports-racing development. **PORSCHE at Le Mans** is bound to become a classic, not just for the quality and comprehensiveness of its information, but for the readability and colorfulness of its presentation.

Divided into sections by decade, each section has an introduction summarizing Porsche's development throughout that decade. Simply reading the six introductory sections will give one a comprehensive overview, not just of Porsche's involvement in the 24hour race, but of the evolution of sports car racing itself, as various marques wax and wane in significance at Le Mans. Easily gleaned tidbits like "In 1960, six of the top ten finishers were Ferraris; in 1970, six of the top ten finishers were Porsches", could make one an instant expert for the next Porsche Club get-together.

Each chapter begins with a summary description of Porsche's involvement in that year's race. There is also a table in each chapter, showing Porsche's results, even for that disastrous year 1957, when only one car made it to the finish line (out of six cars entered). The bulk of each year's story is told in the very extensive captions, which provide interesting insights and first person comments, etc, for each of the vast quantity of pictures included in the book. Appropriate to the times, until the section on the '70s, the pictures are black and white. From then on, the pictures in **PORSCHE at Le Mans** present an incredibly colorful display of automotive art. Drawing heavily from exclusively European resources, the pictures presented seem refreshingly new to this reviewer. A nice touch is that each pair of pages is labeled with the year to which the pictures refer, so one never gets lost in the thread of history. Many chapters include sidebar writeups on specific models, engines, or drivers, amplifying on the race oriented information focus of the chapter as a whole.

In documenting Porsche's involvement in LeMans, **PORSCHE at Le Mans** does include the Glockler Porsches, the TWR Jaguar-Porsche, and the Kremer cars, because these cars had Porsche factory blessing, even though, as made clear in the book, not even the Kremer cars used Porsche chassis.

Profusely illustrated, most of the pictures are at least 1/3 page in size; some are even a double-page spread. As appropriate to a documentary of races, most of the pictures are of the portrait of



a race car on a race track variety. However, there are some more dynamic illustrations of pit or garage action, that (particularly in the early years up to the mid-70s) include people as well as cars.

With 400, 9x11 inch pages, **PORSCHE at Le Mans** contains a wealth of information. Approaching coffee table size, the colorful cover will brighten any room. By the time you are reading this review, **PORSCHE at Le Mans** should be available for \$72.95 at your favorite bookseller (ask for it), or from <http://www.motorbooks.com>.

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



“Know your history or you might have to repeat it” doesn’t really apply to our car hobby but any automotive history gets interesting for most of us who have been doing the car thing for a while. Long-time Nord Stern member Gordon Doering has contributed his newsletter back issues to the club, as have several other members now that this column has acquired a ‘life of its own’ as it hopefully entertains while enlightening us members!

While some of the old newsletter information is quaint, occasionally you see something that boggles the mind; are we on the same planet?

-Ron Faust

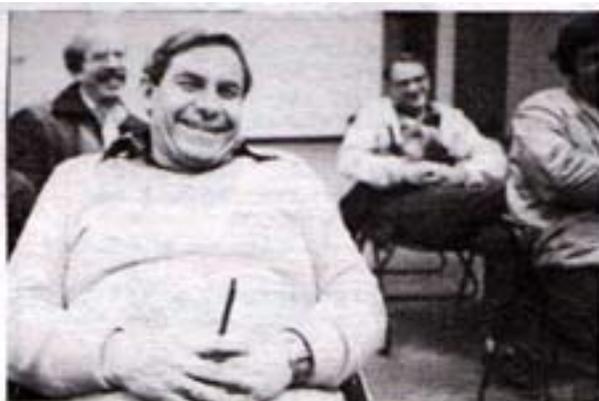
April 1976

- An anonymous contributor (possibly Jim Clark) gives a four-page tech article on how to calculate optimum shift points for a given car. All that is needed is the owner’s manual, graph paper, and gear ratios to compute the torque multiplication factor. Then one will need the ring and pinion torque multiplication

factor and the RPM to calculate the total multiplication factor for each gear set at each 500 RPM interval. By graphing a calculation of tire diameter x engine RPM divided by total gear ratio x 337, one can easily produce a beautiful graph calculating the ideal shift point for each gear in MPH. If any of our current readers think this article might have been in the vein of humor, witness the figures to see the kind of stuff people did back in the ‘70’s. Luckily there was no reference to a slide rule but the writer said it would be easier if you had a constant key on your calculator.

- Frank Hunt gives a harrowing tale of a garage fire that started as he finished cleaning the bottom of his

Congratulations and best wishes to Corey Johnson and Debra Danker for their upcoming wedding day!



PIX are from Auto Cross Tech



Carrera 2. His fire extinguisher put it out with its last puff of chemical. Two members had lost their cars and been severely burned in prior fires. (Editor’s Note: one word, WOW)

- Jon P. Beatty and Douglas Holt are welcomed as new members. (editor’s note: Yes, this is OUR Jon Beatty and really, Jon, you must have been a mere child when you joined....1976! Yikes)
- The Mart includes a ’58 356 A cabriolet with a rebuilt

engine, new top and paint, a California car for \$5000.

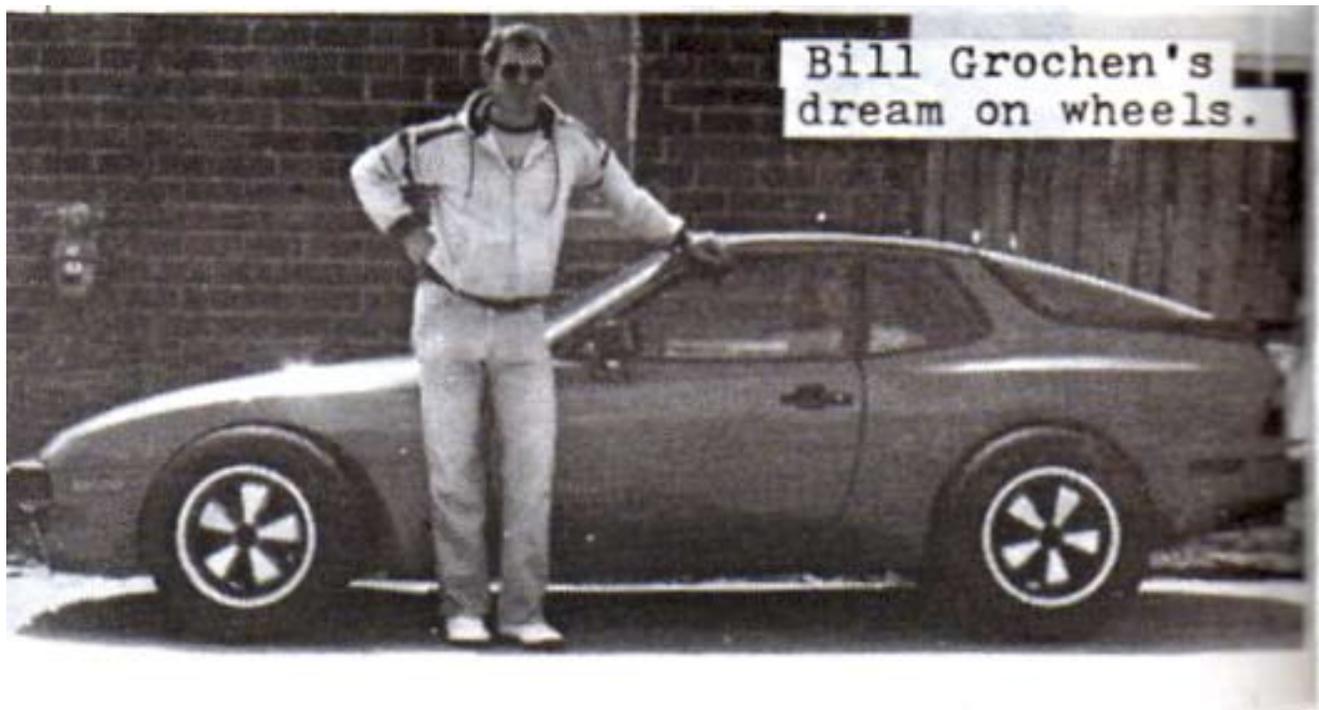
- Also listed is a '66 912 with a rebuilt engine and new paint from Louisiana for \$4000.

May 1983

- Rick Moe writes about a test drive in a 944. After saying a 924 sounds like an Audi Fox in terminal over-rev, he calls the 944's engine sound "the big four banger sound. It's base is the perfect sync of all the engine parts. This new Porsche engine runs like the Swiss watch we hear mentioned so often."
- A two-page article tells how to lower a 911. Editor Phyllis Godfredson gives a much more entertaining column on how she baked cinnamon rolls while changing torsion bars on her 911E.
- Bob Cox is selling a 1961 Drauz Roadster for \$12,500 or best offer. He also has a 912 motor for \$995 and a 1600 356 Super motor for \$750. *(another Editor's Note: Bob Cox was extremely active in Nord Stern and organized many a Concours for the club. He recently rejoined the club and it's great to have some a club legend back.)*



Further editorial notes: the above scan appears to be Phyllis Godfredson (and that sure looks like Hank to her right! Obviously club members knew how to have a VERY good time! It's been said that most of us don't indulge in belly laughs often enough these days.... this photo just makes me SMILE. and the photo of Corey and Deb Johnson to the left is also priceless. I swear they don't look any different these days.



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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. ☼

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

LAST FLING DRIVER TRAINING

... SEPTEMBER 8, 2011

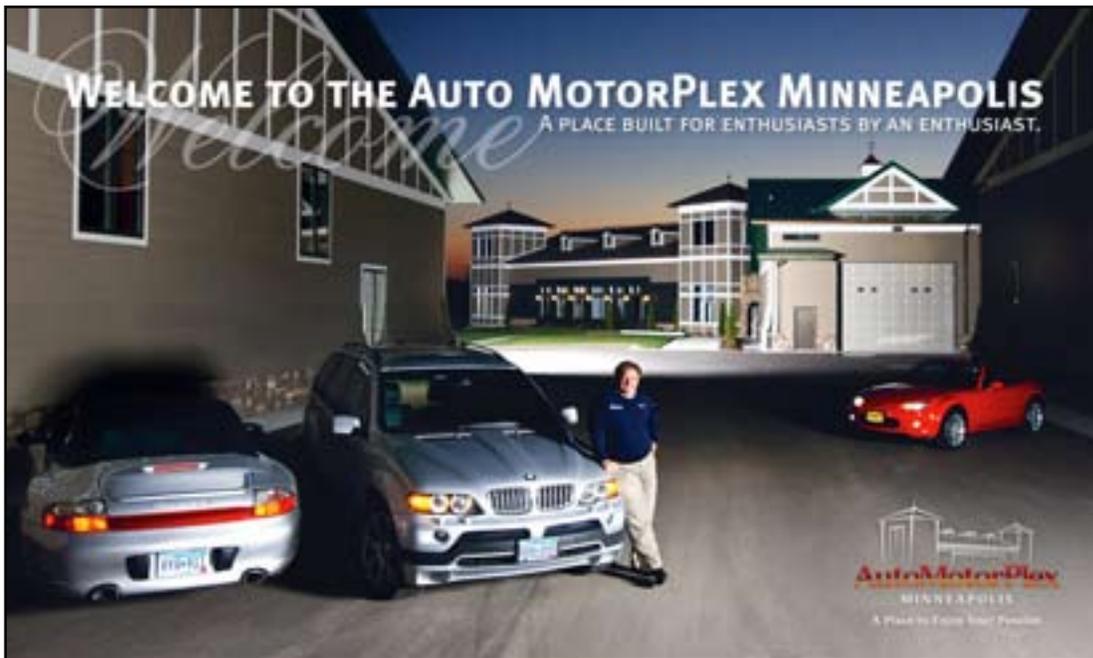
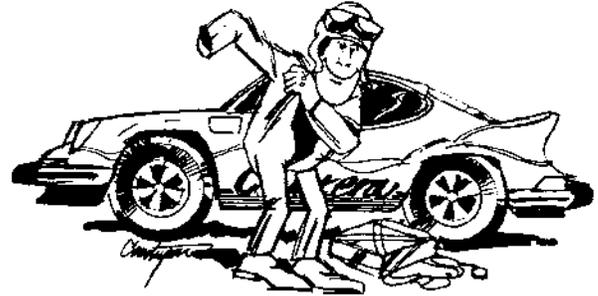
Contact Ron Johnson for further info, 952.476.7445

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



Tires At High Speed

continued from page 27

Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, stamped on its sidewall.



Keep an eye on your tire's pressures and ...

Happy Porsche'ing,
Pedro

Pedro

Tires at High Speed

by Pedro Bonilla, www.pedrosgarage.com

Tire inflation specs are based on what the manufacturer considers “normal” driving conditions.

But, because of the cars we drive and the Club we belong to, many of us have the opportunity to go beyond “normal” driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area.

Let’s try to put it in perspective.

Even though we tend to think that properly inflated tires are perfectly round, they truly aren’t.

Because of the weight they carry (vehicle, fluids and passenger(s)), the bottom half of the tire’s sidewalls bulge and the tread flattens where it contacts the road.

But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as “deflection”.

This deflection will occur with every revolution of the tire, so picture this:

A 225/45/ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25 inch overall diameter and after doing the math we know that this tire will turn approximately 807 times every mile. At 25 miles per hour this tire will roll 5.6 times per second, at 70 mph (speed limit on the Interstate) it will roll 15.7 times per second and at 140 mph (speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from its unloaded to its loaded state and back every 3/100th of a second.



This constant tire deflection plus the friction of the tire against the road (track) generates tremendous heat build-up in the tires. Since the tires are filled with air (or nitrogen) which is a gas, Boyles Law demonstrates that if the volume of gas is maintained constant, its pressure is directly proportional to its temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the faster the temperature and therefore the pressure will build up.

The rule of thumb is that the tire’s pressure will increase by 1 psi for every 10° Fahrenheit increase in temperature, or 1 psi for every 4 minutes of use during the first 20 minutes of operation.

All of the above to basically say that the faster you go, the

higher your tire pressure will be.

So, when we’re at the track or Auto Cross we must keep in mind that we will have a tire pressure increase as soon as the tires start to heat up. This will alter our car’s handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is?

We should generally start with the recommended pressures from the car’s manufacturer. Then, the tires will tell us if they need more or less pressure.

Most modern high-speed rated tires have special markers to show us the optimal tire patch.



This triangle tells us where the edge of the optimal tread wear should be.

As you can see above, the wear is a little short of the marker, meaning that we have too much pressure.

Dropping a couple of pounds of pressure and then hitting the track again gives us the optimal patch, as seen below where the edge of the wear is right to the tip of the marker.



Continued on page 26



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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.
Of recent, I have accepted an opportunity to continue my career in a new direction.
I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe
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dasring.com

Classifieds

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

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



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