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Call Christie Boeder 612 845-4509.

When I think of Nord Stern, I have always thought of a small group of people who share a passion for anything Porsche. Some of us like the spirit of a 356 and others enjoy the engineering of the latest models. There are many in our club who are incredible mechanics and I know a couple who believe the only tool needed is a cell phone with the dealer's phone number stored in their contacts. Regardless of where you fall within these spectrums, if you are in the room with some other members, there will always be some good conversation.

In the past few years, I have seen a different side of our club. We are an organization that has been around for over 50 years and are still running strong! Whether you call Nord Stern a club, an organization or a non-profit business, we still have many of the same challenges and concerns of the businesses we are involved with in our daily jobs.

I spend my week days working for an online loyalty club. Like Nord Stern, we need to keep attracting new members through our marketing efforts, while supporting the existing members. We face the challenge of keeping up with the latest trends and technologies, providing services with a higher value than our competitors and keeping quality employees happy and engaged in their roles. We do the above within budget and keep our revenue above our costs. I see the same issues in my role with Nord Stern.

We have seen growth in our membership over the last few years with 700 PCA families within our region and almost 500 Nord Stern families. We have stepped up our marketing efforts for new members at events like the German Car Fest and MN Cars and Coffee as well as working with the local dealerships.

Some of our largest revenues and expenses come from our track events. There is a trend over the last few years of increased costs for hosting the events and decreased attendance at the same time. Fortunately, it appears we have covered the expenses for

this year's Drivers Training, Drivers Education and Club Race events with registration fees. I have speculated with others on possible reasons for our attendance decline and I believe many factors are outside our control, such as the economy, increased competition from other organizations and changing trends in the types of cars participating at DE's. Although we have not set our 2012 schedule yet, at our last business meeting we discussed the possibility of eliminating a DE event.

Unlike a business, our employees are volunteers who are passionate and committed. I believe our success is due to the quality of our volunteers and the energy they give to the club.

On the flip side, recruiting volunteers can be tough! We fall into the 80-20 rule at Nord Stern with a small group of people doing the majority of the work. This is the season when some committee chairs let me know that they would like to change their role, or be replaced, so that means it is also a great time for members

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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		
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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!



*Check here next month for an update!*

### **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.

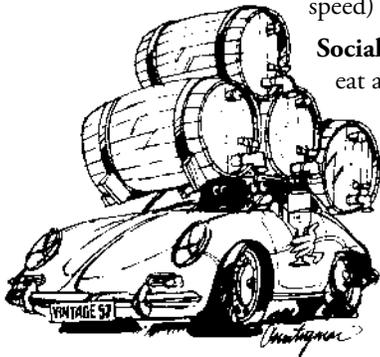
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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 I sit in traffic on 35W headed south from the North Shore can't help but reflect on what has once again been a wonderful weekend with so many fellow Nord Stern members and friends.

The weather was fabulous, the driving spirited, but respectful with awe-inspiring vistas of Lake Superior and the surrounding terrain. There was a welcoming party with munchies and beverages (missed by us once again with our inflexible work schedule, darn) that starts the weekend off on the right foot! The report was there were at least 16 first-time attendees which is always good to hear. I know I personally had the opportunity to chat with several and with just over 80 attending this year, that means almost 20% had not attended the event before. Wow.

John started us all out of the Coho Cafe parking lot right around 9:30 a.m. for the jaunt up to Grand Marais for our first pit stop. Take your pick, a bit of shopping or a quick hike out on the breakwater (my personal choice) for that great view of Grand Marais and the hills. The clouds cleared out just as we left Blue Fin and it was spectacular. A slight chill in the air kept the upcoming hike up the Brule to the Devil's Cauldron just about right. A quick stop at Naniboujou Lodge by many of us to admire the construction and design of this landmark building preceded the next stop on the itinerary.

Lunch was back in Grand Marais at Birch Terrace. We take over the whole place with a buffet of chicken, ribs, salad, rolls, corn, mashed and/or baked potatoes, veggie lasagna PLUS cheesecake. Hmmm, I think I need a nap!

The afternoon was free form. Numerous groups headed out to shop, or back to the condos for R&R or in our case off we went to hike the Oberg Mtn. trail. A loop trail that winds up this high peak provided a much needed opportunity to burn some calories and check out the color to the north and west. The lake effect along the shore keeps the fall foliage color to a later date. There were some very deep reds off in the distance.

Saturday evening groups went off to dinner at any one of a number of good restaurants in the area - and frankly, take out from the Coho Cafe (or cooking your own!) is as soon a choice as any.

This year we again went back to Lutsen Lodge as it's been a favorite stop for our family for years. It was a lovely dinner.

After enjoying coffee, rolls, breakfast at Coho again and lots of hugs goodbye, it was either time to head back to home (whether that be the Twin Cities, Wisconsin, North Dakota!) and make plans for doing it all again next year! Watch for pictures in an upcoming issue and our dear thanks to Eventmaster **John Dixon** and his helpers. Once again, an excellent event!

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



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## Club Race Kudos and Charitable Results

**M**y thanks goes out to Paul and Lynn Beyl with TrackSide Tire (and Nord Stern Advertiser!). They gave up their Golf Cart for Saturday at the club race so that Mark Kedrowski could get around and visit with people and watch the race. Gestures like this make me proud to be a part of this club! Thanks Again!

– Ron Johnson :-)

**R**oger, it was a great event and loved doing it. Worth the drive from the East Coast. The charity event was so well done and congrats on raising so much money for it. I spent about \$200 at the silent auction. Will definitely try to work your race in again next year.

– David (Car 99 GTC3)

P.S. I am buying all of the pictures Chris Mitchell took of my car! (editor's note: Chris' work is available at: [http://sportshotphoto.com/gallery/main.php?g2\\_itemId=4338](http://sportshotphoto.com/gallery/main.php?g2_itemId=4338) and can be ordered at: <http://sportshotphoto.com/2011bir/>)

**I**am very pleased to report that the 2011 Nord Stern's Race For Courage weekend was a huge success! Last year we had a very successful race weekend ending up with \$15,660 in donations to Courage. I didn't know if we would be able to surpass that monster number. Great news, our club race netted a sweet \$22,427 to Courage Center! For those of us guys who need to make our last year numbers, that's 43% above last year's Club Race.

I would like to thank **Ron, Dave, Ron, Susan, and Roy** for setting up the tables and helping us unload. **Christie and Carrie** for selling parade laps. The **Smiths** (Emma and Michele!) for helping with the parade laps and end of auction. Bruce as our auctioneer. **Laurie, Phil, Susan, Aurea, and Cheryl** for helping make checkout go as quickly as possible. Roger for all his

announcements and behind the scenes help. I would like to give a special call out to **Dave Roberts** for the donation of our marquee live auction item and for the spirited bidding it brought.

Of course a huge thank you to all the sponsors, club members, donors and bidders! Thanks again for everyone making this a record breaking club race donation year.

– Keith Jones

**S**uperb results. Thanks Keith for pulling it all together.

– Dave Roberts

**W**ow! Nice job Keith! In this economy, that is an awesome number.

Shoot, in any economy that is an awesome number. Good to have you in control of the situation.

– Jon Beatty

## MN Cars and Coffee

**T**hanks to the fellow Nord Stern member who let my daughter April sit in the driver seat of his Porsche Speedster. She loved it!

This is a great and welcoming group of people.

– Michael Grabner

**I**could not agree more with your assessment of our Club's genuine and caring attitudes that are displayed, especially around all things Porsche related!

Believe me, that little daughter of yours will recall this very moment in her life well into her adult years . . . possibly resulting in a new Club member and another Porsche owner and enthusiast.

By the way . . . a GREAT Speedster it was.

– Don Lawrence



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## October

2011

**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

2011

**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

2011

**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.

to volunteer and give back to the club. Some positions require some specialized training (such as web master) or a large time commitment (newsletter editor), but most positions just require a few hours of time here and there with some organizational skill. The Club has a strong knowledge base from previous years that make transitions smooth. If you don't wish to take on a committee chair position, there are opportunities with individual events, either as an eventmaster or helping with a specific event.

I would like to stress that you do not need to be a long term member of Nord Stern to help out. I have found that our newer members have new and fresh ideas. If you are interested in helping out, please contact Jim Bahner or me.

Nord Stern is your club. It is a solid organization and has a great member base but, as with our cars, it needs some ongoing care and maintenance. Your participation in, or volunteering with, events will keep us running smoothly for years to come.

## Last Fling or Last Sweep . . . take your pick

photo by Keith Erickson



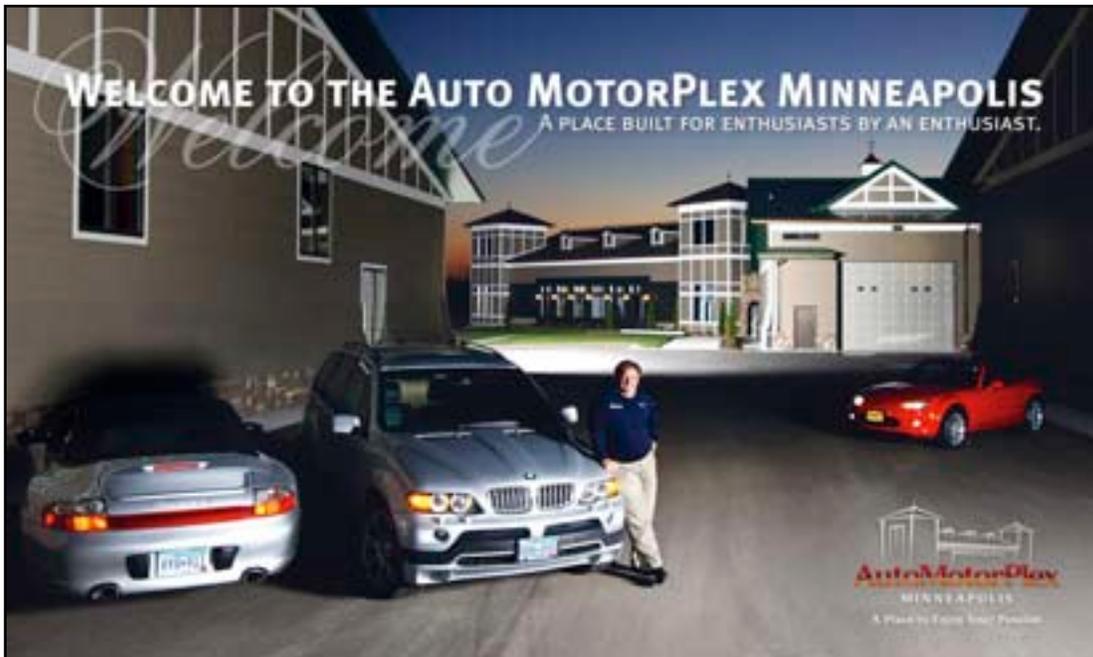
Someone has to clean up after our esteemed president . . . thanks you, Laura Cataniand yes, all the brake dust is off Bret's car!  
But what I want to know is how can anyone even walk in those shoes - hmm, don't know if those would qualify as 'track wear!'

## Out and About with Nord Stern . . .

by Kim Crumb



Congratulations go to Betty Crumb whose gorgeous panel coat made of silk with the gold, black and red colors of the Porsche logo earned 2nd in Fiber Arts, for her. Back to Minneapolis and she whisked it off to be entered in the MNState Fair . . . and won 2nd Place there too! Way to go, Betty.



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# September Business Meeting Minutes

by Michael John

**Treasurer** – Jeff Bluhm, No report

**Social** – Carrie John

Considering options for the Holiday party. We have a couple of options. The Air National Guard Museum has space that they rent for weddings, reunions, etc. Need to tour the space to see if it will work. Alternatively, Morrie's Imports has a facility (museum) in Long Lake that we might be able to use. Mid January

**Advertising** – Jim Bahner, No report

**Newsletter** – Christie Boeder

New printer is cost effective but requires a longer lead time.

**Membership** – Ed Vazquez

Picked up new Nord Stern members at the Cars and Coffee Member Appreciation day. This would be a good event to continue and grow. Working with Bret Bailey on getting registration on the web site. Ed has submitted a proposal to Carousel and Maplewood Imports to have them sponsor PCA and Nord Stern memberships with new car purchase. No decision made yet.

**Website** – Bret Bailey

The site needs to be refreshed over the winter.

**Dealer Relations** – Roger Johnson

Dealers are good

**Tech Sessions** – Keith Fritze

Need to get the events on the calendar.

**Autocross** – Harvey Robideau

Harvey is resigning from the Autocross and Time Trial chair. He is happy to work with a replacement. Only two Nord Stern participants in the Autocross this year. Date was a conflict with the All Porsche Show. Both event dates were not within our control. Two time trials were rained out this year and we had a scoring equipment failure at Final Fling. Discussed moving the time trials to the end of Saturday or maybe early on Sunday. Can we get someone to sponsor the time trial?

**Met Council** – Bob Kosky, No report

**Charity** – Keith Jones, No report

**Insurance** – Michelle Johnso

Need better organization for Parade Laps,

**Track Events**

Club Race – Roger Johnson/Ron Smith

Registration was down. It would be nice to get people to register earlier.

**DE** – Jim O'Brien

4 of 5 events were revenue generating. Attendance is slowing. Can Nord Stern support 5 DE events? Need to request track dates earlier this year. Need to publish eventmasters sooner. Should we consider alternate event sites (MAM)?

**Track Relations** – Rick Laverdiere

Rick is resigning from the Track Relations chair. He is happy to work with a replacement.

**DE Registration** – Dave Anderson, no report

**Driver Training** – Ron Johnson, no report

**Drives** – Mike Lancial, no report

**Fall Color Tour** - John Dixon, no report

**Rally** – Dale Trippler / Scott Welz, no report

**Concours/All Porsche Show** - no report

**Safety** – Keith Erickson, no report

**Historic Archivist** – Kim Fritze, no report

**New Business:**

The location of the business meeting will be changing.

Bruno Silikowski has invited us and other German Car clubs to a social event with Beer and Brats on Saturday 10/15. This is Bruno's event, but we would like to capitalize on awareness of PCA and Nord Stern clubs. Bret is working on a survey for members to see where interests lay. It should be sent out soon as the warm weather events have just completed.

**Procedures Manual** – Bret is asking all chairs to compile a list of responsibilities, notes, or procedures for their role by October 18. Need to more easily bring new chairs up to speed. Any format is acceptable, send to Bret Bailey.

Respectfully Submitted,  
Michael John, Secretary

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Next our series of vintage Porsche ads to the right is a scan that is once again LONG on text but with just enough photos to illustrate what is really an articles and just catchy enough to grab our attention.

And again the title gets right to the heart of the message. Porsche and perfection have been 'two peas in a pod' for a long time.

Not sure what year nor what publication this early ad comes from but it works hard at getting the message out - Porsche design, engineering and development has a single goal and a lofty one at that: perfection!

- Cheers! Editor  
Christie

## the continuing search for perfection



Ferry Porsche... present head of the Porsche factory in Stuttgart



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### Milestones in automotive history

And, Dr. Porsche's pioneering work on racing cars are milestones in European automotive history, too. His 500 hp, rear-engined giants of the thirties broke a whole string of world records when they first appeared. By 1937 these cars had amassed 37 wins in 55 tries, and held 15 world and 23 class records.

In the late 1940's Professor Porsche and his son worked together developing the design for the Porsche 356— forerunner of today's Porsches. The first 50 of these cars were handmade with aerodynamically-designed aluminum bodies—and created a sensation in automotive circles.



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Porsche's famed air-cooled rear engine

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all it shares with other cars is the road.

# PORSCHE



# Nord Stern wins Award at Parade for it's Charity Effort

by *Christie Boeder*

Kudos to Nord Stern for picking up a third place award for our yearly charitable efforts benefitting Courage Center. Nord Stern Member Keith Jones has been THE engine behind our ongoing fundraising activities and his attention to detail, enthusiasm and concern has made it so easy for all us to participate in helping raise funds. Courage Center works hard in providing many services and opportunities for various disabilities on both an adult and youth level. It has a national reputation for the work it does and we as an organization are pleased we can be a part of those efforts.

The award plaque is pictured to the left (shot by Kim Crumb). And this award was for LAST YEAR and the club's efforts this year have greatly outstripped those totals. Hmmm, I think we need to take another shot at this! Are we competitive? You bet.



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# Porsche 911 - The Reluctant Race Car

## Porsche celebrates 911 Motorsport heritage at Pebble Beach

*courtesy PCNA*

ATLANTA, August 17 2011 — By the late 1950s it was obvious to Porsche that the Type 356, the company's sole product line since its inception in 1948, needed to be updated, but replacing it, while necessary, was perilous. Who knew that the eventual replacement for the venerable 356, the 911, would surpass its predecessor in sales, longevity and glory? Or that it would be so fanatically cherished by its owners that Porsche hasn't been able to replace it.

And, with Porsche Motorsport concentrating on its early prototype development for Le Mans and elsewhere, there wasn't much initial effort by the factory for racing the 911. By the late 1960's however, interest in competing with the new car grew and it went on to become the most successful race car in history, and the 911 story isn't over yet. Five significant 911 racing models are on display this weekend at Pebble Beach, and will be located on Peter Hay Hill starting Thursday, August 18.

This display on Peter Hay Hill will feature several historic 911 race cars, including the 1979 935 from the Brumos Collection, believed to be the last remaining unmodified 935 in existence, as well as the 911S that carried Hurley Haywood to 10 Camel GT race wins and his first IMSA championship in 1972. Other cars to be on display include a 2011 911 GT3 Cup Car from the Porsche Sport Driving School, the Gunnar Racing 911 GT1 fashioned after the car that won Le Mans overall in 1998 as well as the 2011 911 GT3 RS 4.0, shown publicly for the first time on US soil.

It wasn't too long after the 911 went into production, however, that buyers were using the new, rear-engined sports car in hill climbs and autocrosses and Porsche itself started to produce lightweight and enhanced performance vehicles for their motorsports customers. In 1967, Porsche built 20 911 "R" models with stripped interiors (no carpet, for instance), thin-skinned aluminum doors, fiberglass deck lids, taillights swiped from a Fiat, oversize carburetors, a magnesium engine case, dual spark plug cylinder heads and much more. With about 210 horsepower on board, these race-ready, lightweight rockets were the start of the 911 racing legend.

Vic Elford, one of the most famous Porsche drivers in history, was one of the first to compete in the Porsche 911 at a high level, winning in the mid-'60s in England winning a race with the very first demo model imported by the factory distributor, and later driving to victory in 1968 at the Monte Carlo Rally.

The Porsche 911 race car started to make noise in the U.S. when IMSA's Camel GT series started in 1970. Brumos Racing and Hurley Haywood took their 1970 Porsche 911 S to its first championship in the 1972 season. This car, the only Brumos

championship car not clad in the traditional white with red and blue trim (it's orange) will be on display this weekend, still owned by Brumos Motors.

After Porsche 911 Carrera RS and RSR models won IMSA and Trans-Am championships in the mid-70s, the company introduced the radical Porsche 934 and 935 race cars – 911 silhouette bodied cars with big, twin-turbocharged engines. After being banned for a season from the Camel GT, they came back with a roar to become the car to beat in the late '70s and early '80s. The 1979 Brumos Racing Porsche 935, driven by multi-time champion Peter Gregg, is also on display this weekend, and is a prime example of this iconic 911 racer.

The 1980s and early 90s were prime time for Porsche Motorsport's 956 and 962 prototype race cars, and the 911 took a bit of a back seat on the GT side to Porsche 924 and 944-based models.

Then, in 1996, Porsche introduced the GT class 911 GT2 R at Le Mans where this 911-based water-cooled coupe promptly won its class, followed by the famous Porsche 911 GT1 which gave Porsche its last overall victory at Le Mans (1998). It was this victory that inspired race car builder and collector Kevin Jeannette, owner of Gunnar Racing, to build his own GT1 in 1999, and this car is also on display this weekend at Peter Hay Hill. The car, which raced from 1999 – 2003, had Paul Newman, Gunnar Jeannette, Kyle Petty, Milt Minter and Chad McQueen all pilot it to top finishes before the rules eliminated it from competition.

The next generation of 911 race cars were initiated by the introduction of the Porsche 911 GT3 R in 1999, and promptly driven to the 1999 American Le Mans Series GT championship by Cort Wagner. The pinnacle of this family was the Porsche 911 GT3 RSR, and the 2004 version on display at Peter Hay Hill is the McKenna Porsche sponsored example driven to the American Le Mans Series Championship by factory drivers Romain Dumas and Marc Lieb. The car, now owned by California collector Jeff Lewis, was prepared by Alex Job Racing, as was that first Cort Wagner car in 1999.

The other family of 911 race cars represented is the 911 GT3 Cup, which was developed for the Porsche Supercup and Carrera Cup one-marque series which takes place around the globe. The latest version, the 2011 Porsche 911 GT3 Cup, which now competes in the American Le Mans Series, SCCA World Challenge, and Rolex Grand-Am Sports Car Series, rounds out the 911 race car display at Peter Hay Hill.

*Continued on page 18*

## Rennsport . . .

*continued from page 17*

This 911 race car display is designed to bring attention to the upcoming Porsche Rennsport Reunion IV, scheduled for October 14–16, 2011 at Mazda Raceway Laguna Seca in Monterey, where the Porsche 911 will be the featured race car.

### About Porsche Rennsport Reunion IV

Porsche Rennsport Reunion IV will be the world's greatest gathering of Porsche race cars and the drivers that drove them to victory, held at Mazda Raceway Laguna Seca from October 14 to 16, 2011. Hosted by Porsche Cars North America, it will assemble the wide variety of Porsche's most historic racing models from the nimble 550 Spyder of the mid-Fifties through the mighty 917 and 956/962 of the Seventies and Eighties to the highly successful RS Spyder of the last decade.

Special tribute will be paid to the numerous racing versions of the Porsche 911 and their countless victories on the dawn of what will become another milestone of this iconic sports car. Additional details of the Porsche Rennsport Reunion IV are published on [www.porsche.com/usa/rennsport-reunion-iv/](http://www.porsche.com/usa/rennsport-reunion-iv/), and Mazda Raceway Laguna Seca's web site (<http://www.mazdaraceway.com>). Ticket information is available by contacting 800-327-7322 or online at [www.mazdaraceway.com](http://www.mazdaraceway.com).

*Editor's Note: Watch for an upcoming issue with coverage of Rennsport Reunion IV! There will be numerous Nord Stern members traveling out to the event and I can just about imagine how many pictures will be snapped!*

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# Lovely Savannah! Porsche Parade 2011

by Kim and Betty Crumb

It's my 24th Porsche Parade, draw your own conclusions on what that says. It's 1,400 miles to Savannah, Betty and I see that as? Just a two-day drive, and I do love to drive. After all these years of traveling to automotive events all over the USA, by now I barely even need a map, name any big town ... I probably already know the route.



Betty at the Concours in Forsythe Park

It's off on another great Porsche adventure, as Betty comes home from work on Friday we pack the very last items and head south. We stay in the Quad Cities on the Iowa/Illinois border that night. Saturday morning it's I-74 east to I-57 south through Illinois and then onto I-24 through Kentucky and Nashville and the up-and-down twisty bits for the Cumberland Plateau in Tennessee. We pick up I-75 just east of Chattanooga and buzz through Atlanta on the I-285 bypass, spending the evening in Macon, GA. Heck, we've got less than 200 miles to go on Sunday morning.



Spanky's on the River Walk, site of the Zone 10 pizza party

In the a.m. we're headed east on I-16, there are four radar traps on the 150 mile stretch leading into Savannah. I think officialdom seems to know PCA is coming to town?

We breeze up to the Welcome Tent at

Bryan Square which is between the Westin and the Savannah Int'l Trade & Convention Center and across the river from downtown Savannah. It's only noon, so first-up we're delivering our Art Show entries. Then?

We head off to Registration. We pick up our forms, we're car #258, and go through all the appropriate event tables confirming or adjusting our participation. Then it's off to



Cayman R displayed by PCNA at the Concours

the worker meetings: Betty goes to the Concours Worker meeting, and me? The Concours Judge's meeting. You can't have a Parade without hundreds of volunteers. Afterwards we check into our accommodations: the Hilton DeSoto on Liberty and Bull Street. That's in the Historic District, which is a charming area that is so unique that it keeps Savannah as a Top 10 U.S. Destination in the travel compendiums.

How about a little history? In 1733 General Oglethorpe and Colonel Bull founded "Georgia," the final of the 13 colonies that would become



The raffle car just before the unveiling

the USA, and they also set out to shape a city. Just maybe it's the first modern planned city? What do I mean by that? By designing in no less than 24 public squares into the city center, creating permanent green space and more. 22 of these are still there, 250 years later. They add a consistent park-like atmosphere, unlike the downtown area in nearly any other big American city. This makes it interesting just for walking and also for history-sightseeing, as so much has been preserved over all that time.



The raffle car is unveiled: 1972 911 T, restored by Porsche Classic

We're already getting our first taste of the locale. We head to Six Pence, one of the Top Five recommended pubs. It's on Bull Street, less than a block from the

hotel, we have our Sunday evening repast there.

We're up at dawn on Monday for the Concours. The workers and judges have an early meeting, to go over the final car counts, etc. It's being held at Forsyth Park, a large downtown park ... like many of those squares put into one. Betty is a timer for one Team and I'm judging classes Preservation V & VI, which are 944/968's and 928's. Preservation means exactly that, preserved as how it came from the factory with usage also being a judged factor. What if you don't drive your car much? There is a separate

Continued on page 20

## Savannah

*continued from page 19*

class for cars getting less than 1,000 miles a year, but note that they are ineligible for the Overall Preservation Group Award.



Kim's Art Show entry "RS"  
(Honorable Mention)

I've been a Parade Judge since 1989, at this point I can, and have, judged almost everything. I do have expertise with the Wasserpumpers and you do need to know what was on the cars when they were new and that it matches the Cardex/Window Sticker/Certificate of Authenticity one of which is required for judging. Inexplicably, two entrants don't have at least one of those three official documents so we can't judge

their cars. They all admitted that they were told but "ran out of time". It's just disappointing for everybody at that point.

Preservation Judging is different than many other kinds of concours judging. All the judges on the team judge all the areas, and then we confer on a five point scale: Fault, Demerit, Endorsement, Compliment and Commendation. There are six areas, and as we review those, we were rarely more than one point apart in the opening opinions. How'd we work that out? We'd each explain the "why" we picked what we did, and there usually was a prompt consensus. I can't imagine a more fair system, one where the judges are essentially being managed by other experts, the other judges, having to openly agree point-by-point. Afterwards we rank order the cars for position, all the while reviewing our judged results. The Class Winners? Each goes on to be judged again, against the winners of the P1-PIV, for that Preservation Group award. As you might imagine, this takes hours, we're timed as we do a good job of it but there is one interruption. For? The unveiling of the PCA raffle car, the '72 911T that was restored by Porsche Classic in Germany. There were swoons from those in the audience that like the early classic 911's.



Kim and Betty with their Rally Award

It's pretty hot in Savannah in August but our club has played it smart and they are handing out bottled water from a golf cart keeping everybody hydrated. Really smart. By afternoon, the scores are posted. Any Protest period is 30 minutes, plus there is



PCA'ers walk the Autocross course

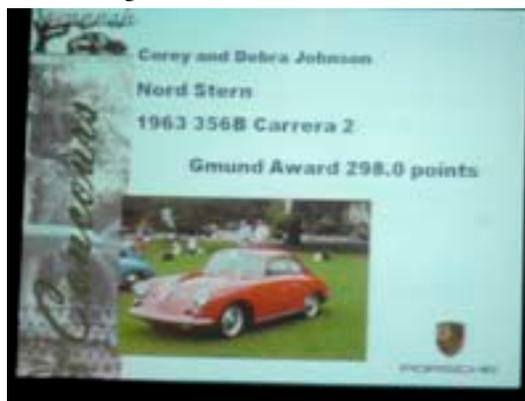
that re-judging for the group awards. Only then will it all be official . . . what did the umpire say? "They aren't nothin' till I call 'em." I see Nord Stern members Corey & Deb Johnson have earned a Gmund Award, finishing second in class with their 356B Carrera 2 . . . by only one-tenth of one point. Talk about close! To say that their car gleams with pristine doesn't cover it.

We buzz off to? The Art Show awards reception. Wine and beer plus cheese and crackers. How have we done? Betty has a podium finish, 2nd in Fiber Arts, for her gorgeous panel coat made of silk with the gold, black and red colors of the Porsche logo. Me? I get an "Honorable Mention" in Classic Photography for my photo of Nord Stern member Rodger Finke's blue GT-3 RS. Looking at the schedule you can see this is the intensity of the experience, you won't be bored at a Parade if you're playing!



The Trade Center landing for the river boat shuttle

We've got a rent-a-car so we aren't allowed to do the TSD rally. We sun at the pool and I catch up on e-mails. Around noon it's off to the Ice Cream Social that is at the finish of the rally. Great fun, you meet old



Deb and Corey Johnson's Concours Entry Plaque

# Book Reviews for Porschephiles:

## ***Derek Bell – My Racing Life***

by Derek Bell and Alan Henry, published by Haynes Publishing, Somerset, UK

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

---

This is a brand new book, not a re-issue of the book of the same name published in 1988. True, the 1964-88 era is thoroughly covered with many pictures and a fascinating, frank first-person narrative, but the bulk of the book covers the years since, including events and pictures from 2011.

Derek Bell is a name familiar to most Porsche types, for any one of a number of reasons – Porsche factory driver, TV race commentator and founder/instructor of The Porsche Precision School of Driving now known as the Porsche Sport Driving School. But Porsches are only a part of a very comprehensive life in the motorsports world, beginning with his first races as a neophyte owner/driver/mechanic of a Lotus 7 in 1964, and continuing to this day with drives of Formula 1 cars, 2011 vintage races as well as supporting the second and third generation drivers in his family.

Derek Bell was always reported to be a personable chap, and this new book supports that contention. It presents an outspoken, quite personal narration of his experiences with cars, tracks, sanctioning officials, owners, other drivers, and family members. A substantial number of the many, many photographs deal with the people of racing, and the text gives fascinating new insight into a great many people famous in the motorracing world. *Derek Bell – My Racing Life* is clearly the story of a whole person, not just that of a race car driver.

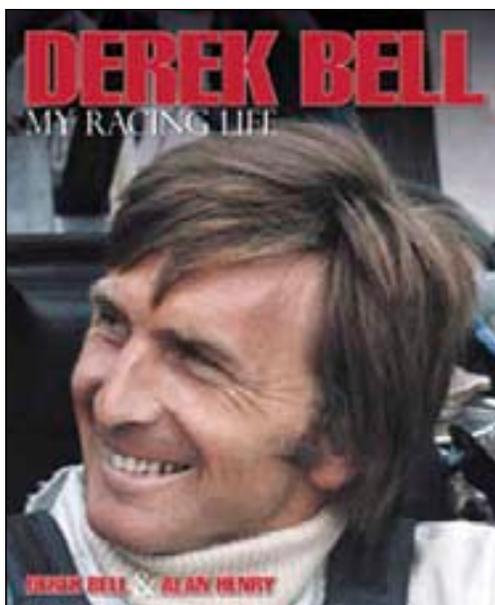
Though focused on the life of a driver (of Formula 3, Formula 2, Formula 1, sports cars, saloons, motorcycles, karts) this book does have a great deal of Porsche content – He raced Porsches for independent teams before becoming a Porsche factory driver. Though he brought Porsche two world championships and four Le Mans victories, the book describes how he almost quit Porsche after his first factory drive in 1980.

Absorbing page turner, *Derek Bell – My Racing Life* reads like a novel written about a guy who drives race cars. His personal comments on many famous people in motorracing may not be appreciated by all, for which he apologizes in advance, but his forthright observations provide fascinating new insight into the workings of various motorsports teams and organizations. Bell comments that “without a doubt Jacky Ickx was the world’s most versatile racing driver at the time of his retirement (in 1985). After reading the book, this reviewer is convinced that Derek Bell, in turn, was the world’s most versatile racing driver at the time of his retirement (in 2005).

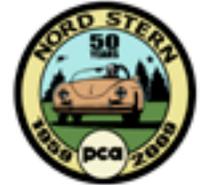
Derek Bell is arguably the most significant driver to race Porsches but this book discusses his involvement, sometimes very intensive, with the racing programs (formal and informal) of an incredible variety of marques. It further describes an amazingly extensive career as a TV personality who gave racing commentary from the studio, the track, and even the driver’s seat!

*Derek Bell – My Racing Life* is very liberally illustrated and, at 272 8-1/2 x 11 inch pages, is coffee-table sized. But the captivating first person narrative reads like a novel. If hard to pick up, this book is also hard to put down.

By the time you read this review, *Derek Bell – My Racing Life* should be available for \$54.95 from your favorite book seller (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!*

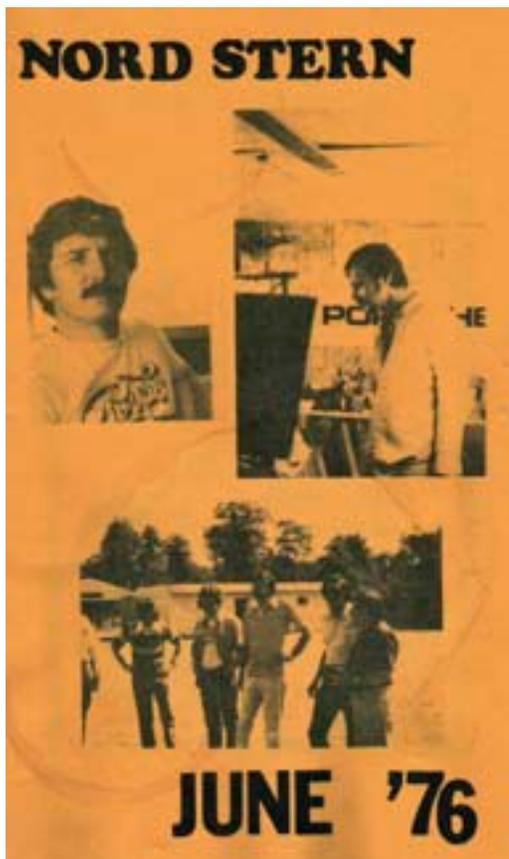
*While some of the old newsletter information is quaint, occasionally you see something that boggles the mind; are we on the same planet?*

-Ron Faust

We look at two more issues from 1976 and 1983. The former was a year of frenetic activity in preparation for Nord Stern’s hosting of the national PCA Porsche Parade. We still can’t figure out how they pulled that one off. The issues of the ‘80’s are wonderful for their photos alone, and some of our current members are starting to show up in them.

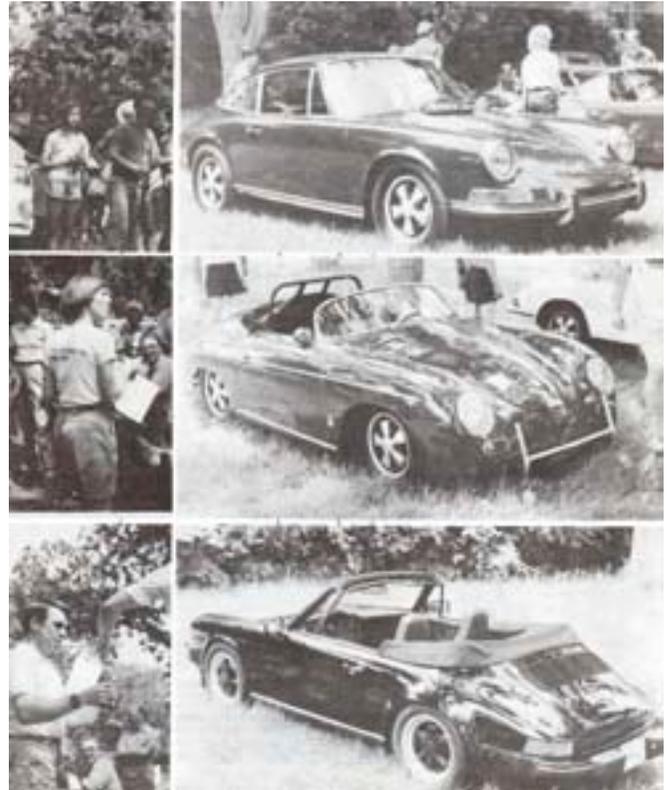
## June 1976 (cover right)

- President **Larry Skoglund** again asks people to get involved in helping with the upcoming Parade. Another July BIR event is also on the calendar; entry fee is \$20!!!
- Theconcours has been combined with a picnic and beach event at Schimelphineg Park in Chaska. No points off for sand in



the interior?

- **Dennis and Eunice Guentzel** are new members.
- **Frank Hunt** describes a trip to Germany to visit “resident



More shots from the Afton Concours

alien” Gunter Lange-Werner in search of used Porsches and German beer. He does give a feeling for the wonderful German lifestyle, although he dates his article with one statement he would probably now retract: “One (German) attitude that

COREY JOHNSON

## Afton Concours

1983 Concours: Corey Johnson and his 914-6



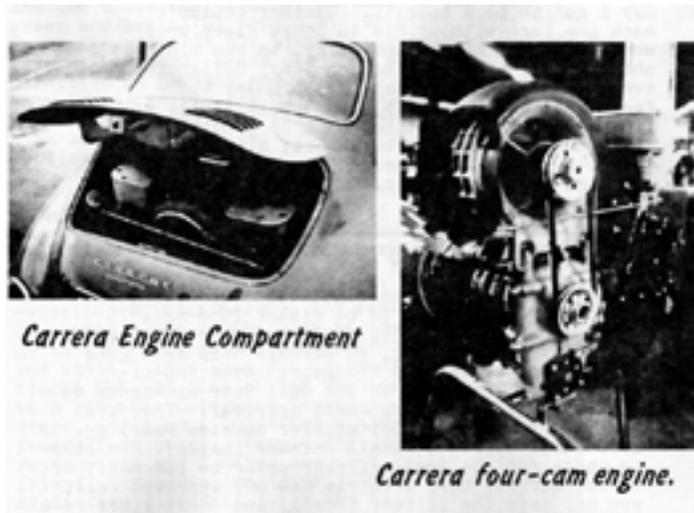
... .. Nord Stern's own Andy Green-  
 allini, and jeweler starter.  
 ... .. for taking time and risking their  
 lives to ride with us to help us become better  
 drivers and enjoy our fine machines to the  
 to the fullest!  
 DUEL OTHERS THAT HELPED timers, drivers,  
 riders of these cars and all that ... and  
 those that accompanied us on the Saturday  
 "Anderson-Groverton Medium Speed Tour".



Above: 1983 BIR First Fling: more smiles

some might find distasteful is the male dominance that is so complete that no one seems to give it a thought. It didn't bother me, but I suppose there are a few weirdo liberals that wouldn't care for it."

- Two photos and a paragraph from Christophorus #102 cover the evolution of the 356 Carreras. By 1963 the

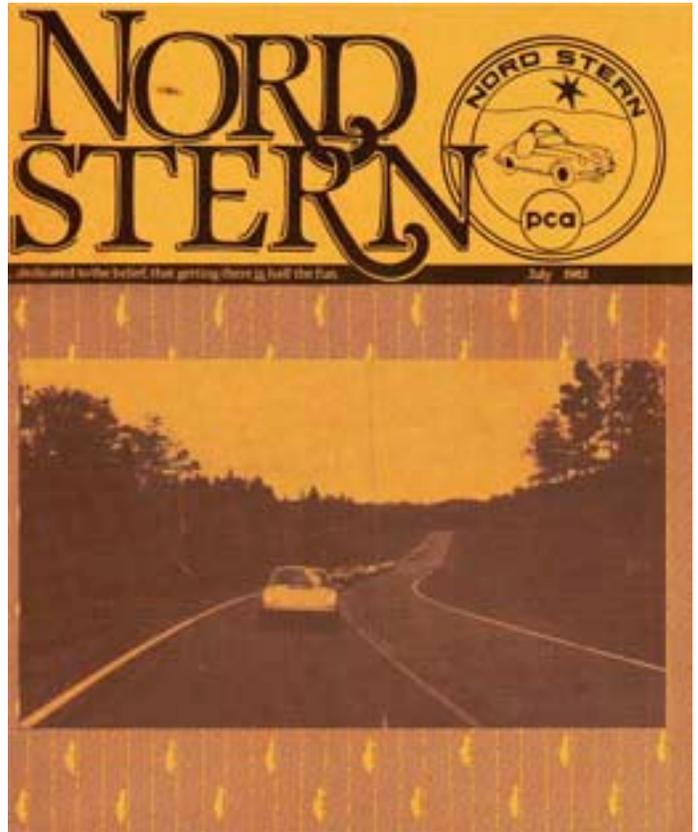


From a Karrousel Racing ad: that wide Fuchs in the back would have been pretty good investment

famous 4 cam, 1966 cc, double overhead cam, dual ignition engine could produce 130 horsepower and a lightning 0-62 MPH time of 9 seconds. Ya gotta love technology, old and new.

## July 1983

- President Lane Hawkinson writes that turnout at the First Fling at BIR was too low to cover the cost of track rental.



The Club ponders going down to two events up there or a single day weekday event. Thirty years later, the discussion continues.



Future Porsche author and publisher Gordon Maltby and his growing family.

- Corey Johnson scored the fastest time of day at the Fairgrounds Autocross. Mark Fischer, Bill Boy, Hank Godfredson, and

Continued on page 24

# Where We Were

Continued from page 23

John Belgarde posted the quickest times in their classes at the First Fling.

- Rick Moe offers a technical article on how compression testers and leakdown testers work and the pros and cons of each test. Average readings on Porsche engines are 110-160 psi compression and 3-30% leakdown.
- A reprint from Popular Science says Porsche engineers have developed a double clutch automatic transmission which runs 5 gears but could be expanded to 6 or 7.
- A Vintage Grand Prix Race is scheduled at BIR on August 28.
- The Market Place lists:



Below: Driver John Belgarde at the First Fling: He was a North Dakota rancher and very fast.



Warm wishes and congratulations to Bruce and Heidi Erickson on their recent wedding!

Above: It's all about the people

Vintage lap time posting: here's nothing like a hot lap to bring out a smile.

## AUTO CROSS INFO

BIR FIRST FLING AUTOCROSS RESULTS





**Porshes at Gullah Cultural Center**

Porsche friends and make new ones! Then we walk the autocross course . . . just staying in practice. That evening we attend the Concours Awards banquet. There are about 1,500 people at this event; it's the biggest event of the whole week! They do the "everybody stand up" game. What? They count up and have you sit down when they get to the number of Parades that you've attended. It gets light after ten years, and it's really thin after 20 . . . that 1,500 has become under two dozen people. It's an elegant evening, which reflects the results awarded at this event: Concours de Elegance ("Contest of Elegance.")

Wednesday we sightsee, take the free river shuttle and more. Betty wants to eat at Paula Deen's famous "the Lady and Sons" restaurant in the Historic District . . . they are doing a land office business.

Thursday we do the Gimmick Rally, which you are allowed to do with any car. You're actually looking for very specific driving highlights . . . you really get to see the area. Examples? There is a stop at the Gullah Cultural Center at Penn Center, and we go past the house where the movie "Prince of Tides" was filmed. The



**The house featured in the film *The Prince of Tides***

whole run is about two and half hours, plus stopping time. It goes past Hilton Head and through Beaufort Harbor and more. In the end? We have a perfect score on all the basic questions, but miss one of the tie-breakers, but? That's still good for a trophy. Later we go to the Zone 10 pizza party at Spanky's on the River Walk. As

we leave it's pouring rain, but we jump on the restored street car that goes back on forth, and it takes us to the River Belles shuttle landing . . . Savannah has southern hospitality down.

Friday it's time for the Technical Quiz. 50 Questions on Porsche Technical and History and then 25 Model-Specific Questions, plus seven tie-breakers, Betty and I are taking the 928 Quiz. We'll see our scores later in the day. Afterwards we head to the Tech Academy where you can go to various presentations: Paterek on restorations, Pete Tremper on Paint (ex-DuPont scientist) Michelin on tires (where Betty wins \$50 worth of Omaha steaks!) and more. We do six of them, and afterwards we both get our "Doctorate in Porscheology." All things Porsche . . .

Then? It's time to pick-up our Art Show entries, how could the week be going so fast?

To finish the day, we're at the Autocross banquet and receive our Award for the decent Gimmick Rally finish. We've gone back and forth over the beautiful Talmade bridge that spans the



**Finish of the Gimmick Rally**

Savannah river many times, what a piece of architecture! It's a cable stay bridge that was completed in 1990, it's almost two miles long, and has a clearance for ships of 185 ft. Ships are going in and out all the time, Savannah is the biggest container port on our East Coast.

Saturday is the big wrap-up. We attend the worker party, a celebration of PCA volunteerism, you must work two shifts to be eligible. I think having a special lunch and a lot of door prizes for this can't-do-this-without-them group is a tangible signal, the real proof, that the work of club volunteers isn't being taken for granted. Now that's good policy, considering how our volunteers really are the very backbone of club events. Shortly after this? There is the Parade of Porsches. There haven't been too many of these actually, it's meant to recreate the original, from the first Porsche Parade in '55. It's pouring rain, and I go around to photograph the different model groups. Guess what the name of the street is? "Grand Prize of America." Yes, back in the 90's they build a race course on Hutchinson Island, but racing in Savannah actually predates Indianapolis and Monaco. Did you know that? Back in 1908 and again in 1910 and 1911 they had the Vanderbilt

*Continued on page 27*

# Tires at High Speed

by Pedro Bonilla, [www.pedrosgarage.com](http://www.pedrosgarage.com)

**T**ire 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.



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

## Savannah

*continued from page 25*

Cup and then the Grand Prize of America races. A hundred years later, it's just as perfect for the Porsche "Parade" isn't it? The group was lead by a Carrera GT, and was grouped by model, going up in age. The rain may have diminished participation some, but there were still hundreds of gorgeous Porsche's. The route? They followed some of the very same streets from those original races held early in that last century . . . a great way to end all the driving events for the 56th Porsche Parade.



Porsches everywhere....

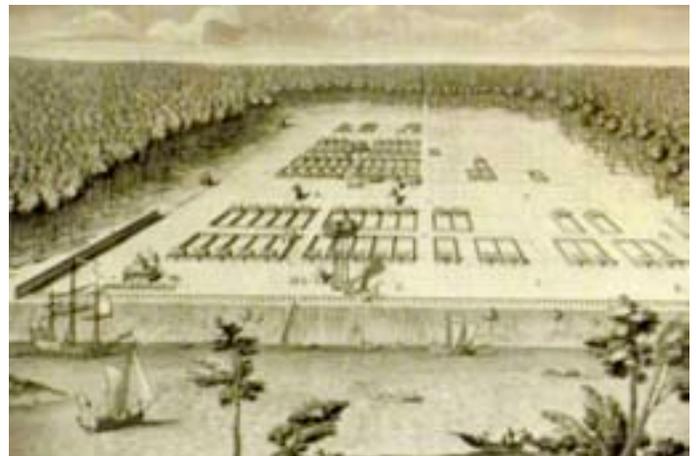
We're off to? The Victory Banquet. They have a little surprise, and the winner of the 911T Raffle Car is there . . . but doesn't know he's won, that one of his eight tickets nabbed the big prize. He is surprised and his interview is a riot. Ditto for the winners of the Factory Trip to Germany . . . when called, the wife is out in the hallway on the phone! (Remember that you must be present to win!) They announce the Tech Quiz results, I've won first place in the 928 Tech Quiz. They really have beautiful trophies this year. News Flash . . . Nord Stern wins Third Place in the Public

Service Awards. At the end of the evening, we get the presentation for the 2012 Parade at Salt Lake City, it will be from July 8 -14; mark your calendars!

The next morning Betty and I jump into the Hertz car and head north and west, I run at the 85th percentile speed of traffic. We retrace our route back through the same states, going across the Tennessee River, the Ohio River and back into Illinois, staying at Effingham. Monday we head north and west once more, crossing the Mississippi at the Quad Cities and we're home by 6 p.m. The trip average mpg? 31 mpg over a total of 3,148 miles . . . piece of cake! There is this place to be for all things Porsche, just one week every year . . . the Porsche Parade . . . see you in Salt Lake?!



924s and 928s ready



Artist rendition of Savannah in the mid-1700s



Beautiful Talmadge Bridge from our room at the Hilton



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# 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 10<sup>th</sup> 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/A R1s mounted (235/45x17 and 255/40x17) and 2 wheels do not have tires mounted. \$900/OBO. Chuck Ready ready\_c@hotmail.com or 651-484-6392

## 1967 Porsche 911



VIN307079 Restored 2010 Ivory with black interior. Newly rebuilt seats. This is an exceptional example of the early short wheelbase Porsche cars. Body and interior are in near perfect condition. The engine, with Webber carbs runs and revs freely. The mechanicals work in harmony. \$34,000. For photos and more information please call Hank Godfredson 719-661-8911.



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Old Log Theater



# The Mercedes-Benz Club of America Twin Cities Section and the

## Nord Stern Region of the Porsche Club of America

invite you to their annual lunch and matinee outing to the Old Log Theater. This year we will be enjoying a performance of

### *“Everybody Loves Opal”*

**Sunday, November 20, 2011**

**Social Hour & Cash Bar starts at 11:30am**

**Lunch Seating at 12:00 noon**

**Lunch @ 12:30pm, Performance @ 2:00pm**

The outing consists of good cars, food, friends, and laughter (not necessarily in that order). We will meet at the Old Log Theater for lunch and then stay to watch the matinee.

The lobby and bar at the Old Log Theater open at 11:30am. Luncheon seating begins at 12:00pm, luncheon is served at 12:30pm. The show begins promptly at 2:00pm.

You have a choice of one of five main course entrées for lunch: Roast Crown of Pork, Crispy Southern Style Country Baked Chicken, Beef Stroganoff, Walleye Pike Almandine or Grilled Vegetable Stuffed Ravioli (vegetarian). All meals include: Mixed Green Salad & House Dressing, Potatoes O’Brian, Vegetables, French Bread & Butter, Dessert: Apple Crisp, Beverage: Coffee, Tea or Milk.

Please make your meal selection on the reservation form below. Each reservation is \$37.50 per person which includes lunch and your ticket to the show.

Please send reservation form (below) and payment to your events hosts (MBCA club members) John Elliot & Beth Kraus, 5904 Lee Valley Road, Edina, MN 55439. Their phone number is (952) 829-5142 if you have questions. **Make checks payable to: “MBCA-Twin City Section”**

 **CUT OUT AND ENCLOSE IN ENVELOPE**

**\*All reservations and payment must be received by October 27, 2011\***

Yes! I / We would like to attend the Mercedes-Benz Club / Porsche Club Old Log Theater outing! Cost is \$37.50 per person.

Please list name of each attendee, Check one main entrée selection per person:

Attendee#1 Name: \_\_\_\_\_

Roast Crown of Pork \_\_\_\_\_

Crispy Southern Style Country Baked Chicken \_\_\_\_\_

Beef Stroganoff \_\_\_\_\_

Walleye Pike Almandine \_\_\_\_\_

Grilled Vegetable Stuffed Ravioli \_\_\_\_\_

Total \$ Amount Enclosed: \_\_\_\_\_

Attendee#2 Name: \_\_\_\_\_

Roast Crown of Pork \_\_\_\_\_

Crispy Southern Style Baked Chicken \_\_\_\_\_

Beef Stroganoff \_\_\_\_\_

Walleye Pike Almandine \_\_\_\_\_

Grilled Vegetable Stuffed Ravioli \_\_\_\_\_

Mail this Reservation form with payment to: John Elliot & Beth Kraus, 5904 Lee Valley Road, Edina, MN 55439  
**Make checks payable to: “MBCA-Twin City Section”**

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If you need to run directions use:

Old Log Theater  
5185 Meadville Street  
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Box office Ph: (952) 474-5951



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