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The Prez Sez . . .

by Bret Bailey

This is my 12th and final column. When I took on the role of President, I wondered what topics I could write about each month. The weather? The next big club event? A story with some of my dry humor and a lesson at the end? While I did procrastinate a few times, I have really enjoyed writing it. Some have been easier than others. This one is the easiest as I reflect on the past year.

My car trailer becomes my living room at some races and the plywood walls were just not that appealing. Being in the remodeling mood, Laura and I spent a cool spring weekend painting and installing new cabinets to make it feel much cozier, as well as better organized.

New rules to Club Racing for stock class cars allowed me to remove the interior of my race car. It seemed wrong to just rip out some of the nice leather interior that was installed 25 years ago, but at least some of it has found a new home. There were also several other areas where I could reduce the weight of the car, so I did some of that as well. I guess I really didn't need cruise control any more.

After fighting a lack of garage space for these projects, I decided to do something about that. I now have a much nicer work area and made many new friends at Home Depot and the Sears tool dept. Laura has a mile long list of Christmas gift ideas from me as you never really have enough tools.

The new changes to the car made me want to push myself in racing a little harder this year. This led to more updates to the car after my first race, and I was happy with my results. I now have a coveted bottle of wine from the Loonacy Club race. The real highlight was when the effort was rewarded by winning the Best Prepared Car award.

The All Porsche Show in Roseville was fun this summer. My out of town plans were canceled that weekend and I was able

to give my car a quick wash and park it alongside 100+ other Porsches. Not being much of a concours guy, I was able to meet several members where I knew their name, but not their face.

I spent a few weekends out of town. I was able to meet several other region presidents in Kansas City at our Zone 10 conference. I was surprised to find out Nord Stern is the largest region in the zone based on membership counts. Large or small, we all share many of the same challenges, as well as a passion for our cars.

The Fall Color Tour was my 10th trip in a row. Reservations are already made for next year as John Dixon has some great plans to celebrate his 20th year of hosting and organizing this truly wonderful event.

Like many of you, I was looking forward to the Senna movie. Mike Lancial used Clubtalk and Facebook to organize an informal gathering of Nord Stern members for viewing the movie on its

Continued on page 9



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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
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!

No new Members this month . . . but
check here next issue!



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.

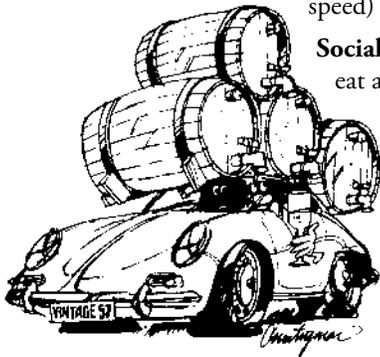
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!



So, our Prez gets to write his 12th and final column?! (there are many months when I wish I could say that!) I know all the presidents tell me it's not necessarily their favorite part of the 'job.' But it's an important one and I am quite appreciative of their efforts. It greatly enhances the newsletter having a sitting officer chiming in on a regular basis. So many members of the club are perhaps newsletter readers at most, and many aren't aware of the effort it takes to keep a club of this size vital, involved and activity/member-driven. Having our presidents each year provide the 'behind the scenes' leadership, it's also crucial also to be the face of Nord Stern representing the club and the myriad activities it sponsors. As the motto says, *it's about the people!* And I will again just say, the club is truly what you make of it. There's much scheduled every year and includes a variety of events from track stuff, to fun drives through some of our twisty roads, to social get togethers, yearly charitable efforts, to big annual parties. Lots to pick and choose from.

Which brings me to the next big event coming year which is the Annual Holiday party. All the details are available and in the interest of being somewhere a tad different than the usual country club setting, this year finds us out at Morrie's in Long Lake. It's

scheduled for Saturday, January 21st starting at 6 p.m. (and early start as we have to end at 10 p.m.). And it'll include tours of the facilities. Carrie John is heading up the organizing and has worked with a caterer to provide lots of yummy appetizers, a lovely buffet along with a cash bar. Again, the event will focus on the social - after all, It's About the People! See page 29 for cost and RSVP info. Sounds like a ton of fun.

This issue is longer than those of late. I have a lot of photos from this year's past events and want to include as much as I can to showcase all the interesting, Porsche-related action this year. If you are newer to the club, be sure to take a look and know all members are welcome at any of our events. I'll speak from experience when I say we are a very friendly group! It never ceases to amaze me as to the breadth and depth of personalities in the club. Some of the most interesting people I have ever met are right here in this group. Don't be shy, join us. You don't have to be a track junkie to have a good time in the club, to make connections or learn new things about your Porsche as there are lots of events focusing on non-speed related action! In fact, many of the year's events are now entered in the calendar so you can get those dates set on your calendar now. See page 10 for details.

So join in, and we'll see you at the next event.

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Letters to the Editor . . .

courtesy Clubtalk

Prez Sez . . .

continued from page 5

Pedro's Garage - Tech Article

Pedro! Thank you! While it's true that I don't get asked this question often, I've never really understood how it all works out. Nor have I been able to answer the question, satisfactorily. It seems like something I should have a good handle on.

Thanks, again!

– Jim Hudak

Per Jim Downing many years ago: "*Torque wins races and horsepower sells cars*"

–Ron Smith

Sitting here on TG Day reading the latest issue of Nord Stern and also catching up on List Serves (from 3 car clubs- one German and two British), I had to laugh at the glaring distinction between two separate "technical" discussions.

First, the very precise (and excellent by the way- Thanks, Pedro Bonilla) article on the definition and history of the development of the measures of both torque and horsepower.

Second, the British version of the same definitions, from the list serve of a British Motor Club. They went like this:

- Horsepower is how hard you hit the wall.
- Torque is how far you push the wall after you hit it!

Two additional useful definitions were included:

- Understeer is when the front end hits the wall first.
- Oversteer is when the back end hits the wall first.

Happy Thanksgiving Day!

– Rich Sanders

Minneapolis premiere night at the Uptown Theatre. Many of us received movie posters as well! Mike also organized a Spring drive along the Minnesota River. It had great scenery, even if windshield wipers were required.

Although life seemed a bit hectic this year, the one thing that made my life easy was all the great volunteers we have within Nord Stern. Thank you to all the individuals that dedicate time and energy to making our events and projects so successful.

Looking back on the year, I have to say the best part about being president was getting to know many of you better. Seeing the enthusiasm of members who have just purchased their first Porsche and are looking to get involved with Nord Stern is a really fun thing.

I hope to see all of you at our Holiday Party on January 21st.



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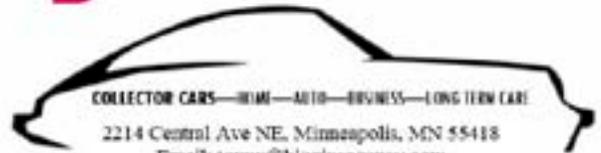
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2011 Calendar . . .

December

13 Nord Stern Business Meeting
 Location: Lifetime Fitness Center
 755 Prairie Center Dr, EP
 Questions? Prez Bret Bailey
 6:30 Social, 7:00 Business Meeting
 All Members welcome and encouraged to attend.

January

13 Nord Stern Business Meeting
 Location: Lifetime Fitness Center
 755 Prairie Center Dr, EP
 Questions? Prez Ron Johnson
 6:30 Social, 7:00 Business Meeting
 All Members welcome and encouraged to attend.

21 Annual Holiday Winter Party

Morrie's in Long Lake
 6 - 10 p.m.
 Eventmaster: Carrie John

March

22 Annual New Member/All Member Social
 West Side - Automotorplex (see ad below)
 6:30 p.m. Pizza and Refreshments (cost tbd)
 Eventmaster: Ed Vazquez, 612.720.0760 (c)
 Presentation on Club Activities, Winter Social

31 Annual New Member/All Member Social

East Side - AutoEdge (see ad back page)
 9:30 a.m. - Membership presentations
 11:30 a.m. - Noon Lunch (cost tbd)
 12:15 p.m. - Winter Tech Session

May

4 Nord Stern First Fling Driver Training
 Brainerd International Raceway
 Eventmaster: Ron Johnson

2011

5-6

Nord Stern First Fling Driver Education

Brainerd International Raceway
 Eventmaster: TBA, Jim O'Brien DE Chair

6

2012 Maplewood AutoFair

Sunday 10 a.m. - 2 p.m.
 2780 Maplewood Dr., (see inside back cover)
 Maplewood Imports, Questions: George Andeweg,
 email at: gandeweg@maplewoodimports.com
 651-765-2340, cell 651-402-5654

2012

June

11

Annual German Carfest

Questions, Paul Bergquist

24

All Porsche Show

Roseville's Rosefest - Century Park
 Eventmaster: TBA

24

Dakota Autocross

Eventmaster: Harvey Robideau

July

10-11

Nord Stern Driver Ed at Road America

Elkhart Lake, WI

27-29

Nord Stern's Annual Driver Ed and Club Race

Brainerd International Raceway
 Club Race Chair: Roger Johnson and Ron Smith
 DE Chair: TBA

August

6

Summer Drive: Vino in the Valley

Eventmaster: Mike Lancial

September

21

Nord Stern Driver Training

Brainerd International Raceway
 Eventmaster : Ron Johnson

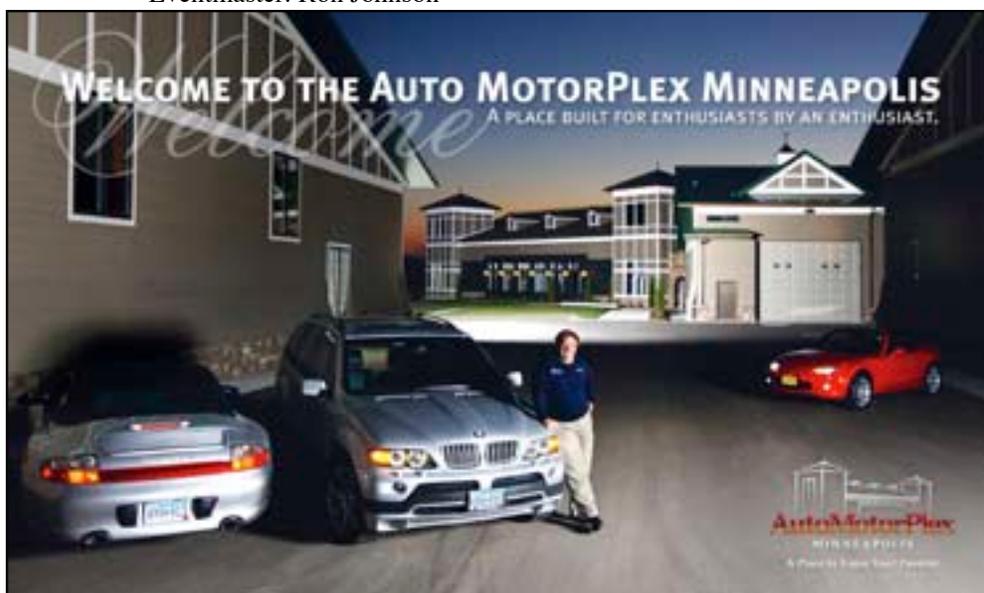
22-23

Nord Stern 'Final Fling' Driver Education

Brainerd International Raceway
 Eventmaster: TBA

27-29 20th Annual Nord Stern Fall Color Tour!

Bluefin Bay, Tofte, MN
 Eventmaster: John Dixon,
 eyerack@tcq.net



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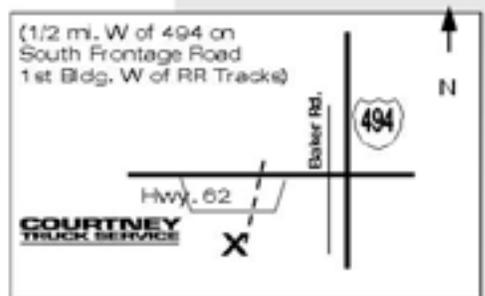


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Out and About at 2011 Club Race and Live/Silent Auction Action

Race Chair Roger Johnson makes announcements and hands out awards with Steward Ron Mistak and Scrutineer John Rickerts



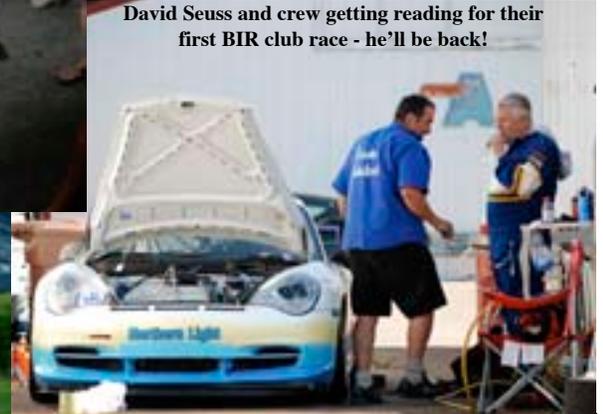
Yes, Doug Scovanner proves racers do get 'sweaty!' But it's a very happy look



Lynn and Paul Beyl of Trackside Tires work HARD all weekend



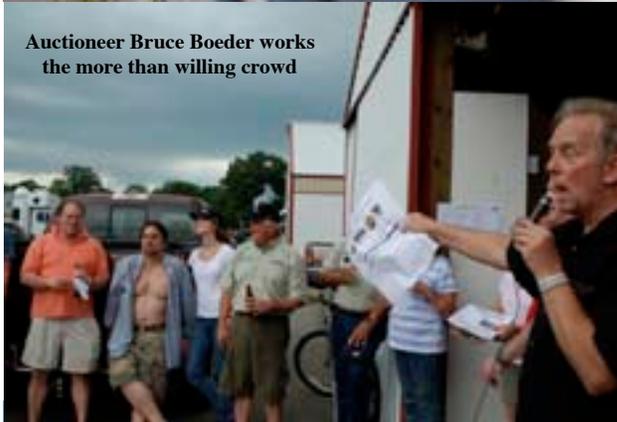
David Seuss and crew getting reading for their first BIR club race - he'll be back!



Don't tell anyone, but a rather 'unique' view of the race group thundering down the front straight, guess from where...



Auctioneer Bruce Boeder works the more than willing crowd



What more does anyone need?



Fernando Pena exits the hot pits

Silent auction items galore including Target Race suit, Michele Smith helps keep track



Nord Stern advertiser, club member and club racer Mike Courtney exits the hot pits



So, where's that tow hook?



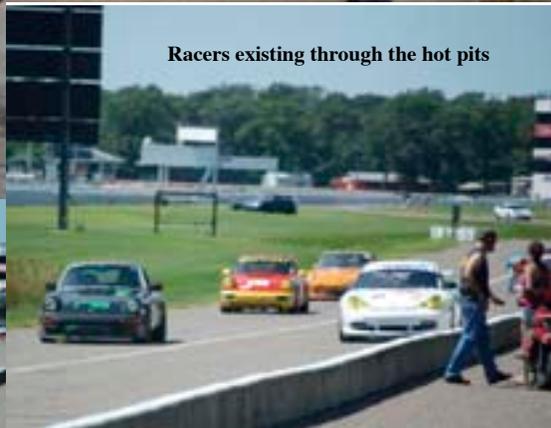
Below, Steward Ron Mistak of San Diego congratulates Jon Wen



Below, the scene in the Quattro garage with goodies galore in the silent auction and here a rapt crowd bids on fabulous live auction items



Okay, time to listen up

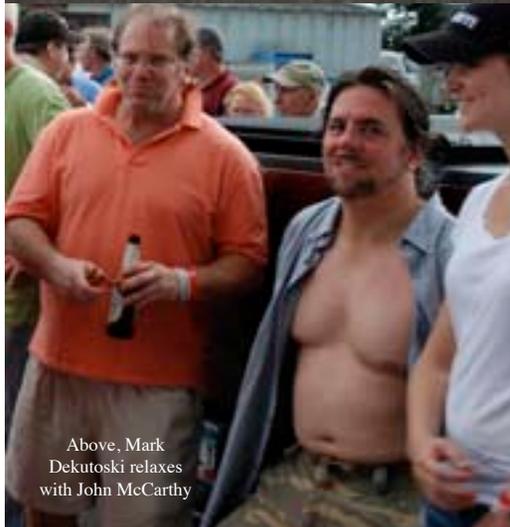
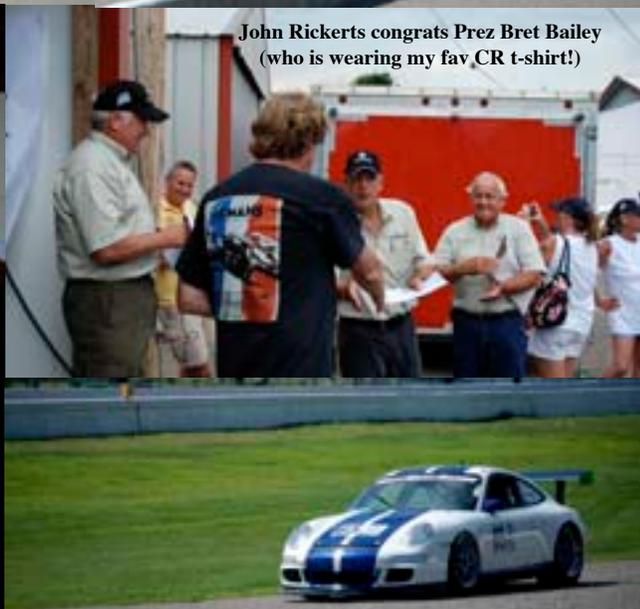


Racers existing through the hot pits

Spirited bidding during the Live Auction meant record fundraising for Courage Center



John Rickerts congrats Prez Bret Bailey (who is wearing my fav CR t-shirt!)

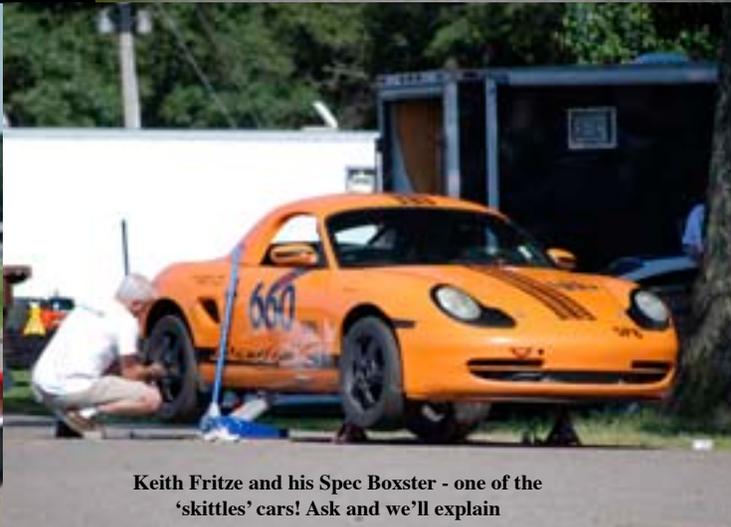


Above, Mark Dekutoski relaxes with John McCarthy

pit stop, tire temp check perhaps! So much to keep track of on track!



Enduro pit stop



Keith Fritze and his Spec Boxster - one of the 'skittles' cars! Ask and we'll explain

A Racing Perspective from Rennsport Reunion IV . . . Mazda Raceway – Laguna Seca.

by Dave Roberts

The extravaganza known as Rennsport Reunion was held this year out in Monterey at the Mazda Raceway/Laguna Seca and was an astonishing combination of racing, of historic and vintage Porsches both on the track and off, of more spectator-owned Porsches and famous drivers, famous people (after all, this was California!) and actually rather hard to describe. There were attendees from all over the world and included numerous Nord Stern members (current and past!). I hope to feature several stories and photo montages from the event and up this month is Dave Roberts, Nord Stern member by way of North Carolina enjoyed 4 days on track and shares the experience below. Enjoy! There will be more.

Thursday, October 13, 2011; Set-up

On Thursday morning, the half of the team arriving by plane landed in Salinas, CA for Rennsport Reunion. We land at noon and once we gather our gear, we head to the Embassy Suites Hotel in Monterey-Seaside to pick up our wrist bands, parking passes and an invitation for one of the coolest events of the weekend, the Saturday morning unveiling of the new Porsche 991 at Quail Lodge by Detler von Platen, President and CEO of Porsche North America. As we arrive at the hotel, we find the parking lot littered with everything Porsche. Most are street cars, driven by their owners to gather credentials, but there are a few haulers loaded with race cars.

This past year I have been involved with a number of races as we followed the Hawk and Cragar Corvettes through the World Challenge season. I also raced the Hawk Corvette, the Cragar Camaro and the Hawk Porsche in a number of vintage events across the country. So, going to the track should be old hat, but this is a special event. For those of you who haven't been to Laguna Seca, it is a fabulous location for a race track. Within 15 minutes of Monterey, located on a hilltop in the middle of a WWII military training area stands Laguna Seca.

We find our paddock area. The Hawk Porsche has already been unloaded and it is waiting for us. Being from the east coast, as I look around the paddock, I don't recognize any of the cars. Most of these cars must be from the west coast. Then, I look across the paddock to see two shipping containers that have become race shops for the weekend. These containers are from Australia. We learn that they were loaded with two 935's and all of the gear needed to compete this weekend. The containers were loaded on a ship in Australia, shipped to a port in California, loaded onto a semi and dropped at the track. Viola, instant race headquarters!

Once we get our bearings, we take the Club Sport to PCA Tech and I see a familiar face. The tech inspector, Ray Newman, is a friend from my Minnesota Club Racing days. After exchanging

pleasantries, he techs the car, signs my log book, and wishes me well for the weekend.

With the car teched and back in our paddock, it is an ideal time to take a stroll and look at the cars that will be racing at Rennsport this weekend. We are told that as of Monday, 77,000 tickets have been sold for the Reunion. That seems high, but we know a number of people will show up at Mazda Raceway's doorstep on Saturday morning to see these terrific cars in action. We go past the Global Motorsports hauler where James Safronas' new GT2 Cup World Challenge car is located. Next to Global is the Tru-Speed hauler and we see Patrick Long getting ready to film a TV program. He sees us and asks if we are racing a car with the engine in the proper location this weekend. We know Patrick from World Challenge and he knows we normally race Corvettes. Not having the heart to tell him we are racing a 944, I tell him yes.

Everything from original speedsters to 935's to 917's to 962's with a bunch of 911's thrown in, have found a home for the weekend. Fantastic race cars. I am like a tourist seeing the Grand Canyon for the first time. My iPhone camera can't take pictures fast enough. Just walking through the paddock is sensory overload. If you are a Porsche fan, you have to get to a Rennsport Reunion. These are the most significant Porsches race cars in the world. Every Porsche fan and every race fan needs to see these cars.

Friday, October 14, 2011, Practice Day

The 7:15 driver's meeting is complete and the track is hot. I'm in Group 7 and we'll go out at 11:00 for our first test session. This will be both quizzical and exciting. I have been around Laguna Seca a total of two and a half laps in the Hawk Corvette. That was during the ALMS/World Challenge weekend about a month ago. Not much can be learned in two laps, but at least I have been on track.

10:45 arrives and the Group 7 cars are staged in pit lane. Looking around pit lane, you see a huge discrepancy in car speeds. Mainly 911's, most very fast GT cars are in the group. James Safronas, one of the faster drivers we race against in World Challenge is in Group 7 with a GMG Cup GT2. Stock, this car produces 600 plus horsepower car. My 247 horsepower Turbo Cup is going to be a rolling road block out there. The good thing is that James is very experienced running with slower traffic as he runs in World Challenge, which includes GTS and TC, Touring Cars, on the grid with the GT cars

We roll out on the track and I am wondering how many of these drivers have never been around Laguna Seca. I have two goals for this session, find the line and don't get run over by a GT car.

This track is very technical. I find turn 2, the corkscrew and turn 11 the most difficult to learn. Figuring out what gear to be in

through each turn is challenging. Finding the fast line will take time. During the session I find the rear end loose and radio back to the crew, telling them about the condition. It could be the set-up, or it may be the Hoosier R6's we are running. They have a number of heat cycles on them and are starting to show some wear. We run about 10 laps and the session ends. I have achieved both of my goals. I stayed out of harm's way with the GT traffic and I am starting to get a feel for the track. Back in the paddock, Charles, the crew chief, thinks the rear tire pressure may be slightly higher than optimum and we decide to lower pressures for the next run. Our new Hawk three piece race wheels are sitting with a brand new Hoosier R6's but we decide to keep those for qualifying and the race.

Between sessions, I pick up a few tips from a Laguna Seca Skip

Barber instructor who is pitted next to us. 4:20 pm arrives and I am back on the grid, getting ready to head onto the track. The cars are staged by speed this time. I am about mid-pack with the 7 stock class cars in Group 7. We are sitting in order of our lap times from the 11:00 practice and the fast GT cars are up front. This session will allow me to learn the track and not worry about fast approaching traffic, at least for a few laps until they catch the rear of the field. I take what I have learned from the 11:00 session, the coaching I received between sessions and the information I picked up from watching cars in other run groups and drop 4 seconds from our fastest run of the morning session. Back in the paddock, we decide we will bleed the brakes and mount the new Hawk wheels and Hoosiers on Saturday morning. No need for new Hawk pads as the pads. We used this set at Road America and when we checked them back at the shop in Charlotte, they still looked like new and haven't changes after two sessions at Laguna Seca.

Saturday, October 15, 2011; Qualifying Day

The day starts at 7:30 for a 10:50 qualifying time. Arriving in the paddock, our pit area has a large puddle in it. It has rained the night before. Group 1 is out first at 8:00 and the track is moist. They traverse the track without incident but after their session we hear that the fog is so dense at the top of the hill you can't see the corkscrew. They are driving from memory. Fortunately we aren't out until nearly 11 and there is time for the fog to lift. There is an advantage to being in Group 7.

Grid time. The car is ready to go for our qualifying session. My car along with other 944's and 911's are at the back of the grid due to speeds. The fast GT cars are up front. James Safronas, in the GT2 was fastest the day before so he is first out. We learn this is a test session for the new 2012 World Challenge season. James has received permission from the SCCA to run the GT2 car in World Challenge next year.



The 944 is running well as I depart pit lane and the track is green rather than running under a yellow flag on the out lap as is customary. This is only a 20 minute qualifying session and every lap is important. I get past a few of the cars and have an open track in front of me. As I complete the second lap, Charles comes on the radio to tell me we have run the fastest lap of the weekend. We are 2 seconds faster than

the previous best time. The car feels good on the new tires and wheels.

I head through turn 5 up toward 6 and the car starts to miss. As I head up the back straight to turn 7 and 8, the corkscrew, I signal to traffic that I have a problem and call Charles. He tells me to bring the car into the pits. In the pits, Nick, Charles and Albert can't find anything visually wrong. They check all of the wiring, but nothing. The hood is closed and we decide to take a few more laps. As I exit pit lane the miss is gone, but as I head up the straight between 5 and 6 the car has very little power between 5,000 and 7,000 RPM's. I try the car another lap and the same thing, no power. The session is over and I head to the paddock. The crew checks all vacuum lines, spark plugs, etc. Charles pulls the distributor cap. Looking at the rotor we discover the brass tip has rotated from the center on the rotor. The search begins for new spark plugs, along with a rotor and distributor cap. We are replacing the plugs just making sure they weren't the problem.

It is now mid-afternoon on a Saturday, but learn that the Porsche parts department at the dealership in Seaside is open. Nick has already called NAPA, which is just down the street from the Porsche Dealership, and they have the spark plugs we need. First stop, NAPA. The desk clerk has our plugs sitting on the counter and he checks for a distributor cap and rotor. His store doesn't have them and he can't locate either at any NAPA store in the

Photo above: The corkscrew

Continued on page 16

Racing at Rennsport

continued from page 13

area. From NAPA we proceed to the Porsche dealership hoping they have both. As luck would have it, he doesn't, but tells us they have two 944's sitting in the back of the dealership. We head out back and actually find 968's. These have a different distributor than the 944, so no joy at the dealership today.

Back at the track, Charles tells us he has a line on two or three different sources. Apparently the 944 drivers, whose cars are parked in the Porsche Platz, carry extra ignition parts. They have replaced the parts on their cars, but keep the old parts in their cars. 944 owners are drawn to the Turbo Cup car as it sits in the paddock in a sea of 911's and notice the car sitting without a distributor cap or rotor. They tell Charles if we can't find new parts, we can have their extras. While standing there, one of the 944 owners and his wife come back to our pit. We tell him we haven't found parts in town and he offers his used set. Walking out to his car, we learn that he is a retired truck driver from San Diego and loves his 1989 944S, which is pristine. He pulls the parts from the rear deck and we head back to the paddock. It looks like we race tomorrow.

Sunday, October 16, 2011; Race Day at Rennsport

Another 7:30 arrival at the track for an 11:15 race. A warm-up session is scheduled for 8:00 but we aren't ready. We are still looking for a new rotor rather than using one of the used ones we have been given. Within an hour, we find a new rotor. Over the next 30 minutes we have the car back together and ready to go. With the engine started and warming, we decided to drive the car out of the paddock and up the parking lot road. It was important to see if the engine has power above 5000 rpm. It does.

Race time approaches and the call to grid comes. We drive to the false grid and await the signal to start engines. We are

given the three minute warning and all engines are now running. Everyone is checking helmet straps, pulling on their gloves and checking the tightness of their shoulder harnesses. The cars start rolling down pit lane and onto the track. We were told at the driver's meeting to form up in the starting grid going up the hill, the Rahal Straight, to turn 7. We get there and the field is tight. Down through the corkscrew to turn 10. As we near turn 11 the call comes over the radio from Charles, "Green, Green, Green." The front of the grid is already on the front straight and has been given the green flag. Here is where positions are gained or lost. Get a good start and get by a few cars puts a few cars between you and your rivals.

I get a good start and get by four cars, but I can't get by the 944 in front of me. I need to catch him on the straight because he is faster through the corners. I get beside him going into turn 1 but he has the preferred line. He gets away but the pack is still tight as it usually is during the first lap. I keep the cars I have passed behind me, but the racing is intense. By the time we are through the corkscrew and head to turn 10, the field has started to string out. We cross the start-finish line and one lap is in the books. We race on and as I cross the finish line to complete the second lap, Charles comes on the radio and says we have run our fastest lap of the weekend, 2 1/2 seconds fast than our qualifying lap.

When there are a number of cars from different classes and different speeds, races within the race begin in earnest. During the race, cars of approximately the same speed get into intense battles. My race develops with two 911 GT4R cars, a spec Boxster and a spec 911. I am lucky enough to stay in front of all four, but it is a tight battle the entire race. One of the GTR cars tries to out brake me going into turn 2 but he is going too fast to make the turn and slides to the outside of the track and I get back by him. We stay this way until the end of the race when the checked flag falls not only on the race but on Rennsport Reunion IV. Group 7 only has

8 stock class cars. The top finishing stock car is an I class 2011 Spyder set-up for Club Racing. The two other I class cars finish ahead of us as well as an E car. We are the highest finishing G car. It has been a great weekend. I am disappointed Rennsport Reunion is over. On the way to the airport, I wonder where Rennsport Reunion V will be held. I have to do this again!





Christie Boeder



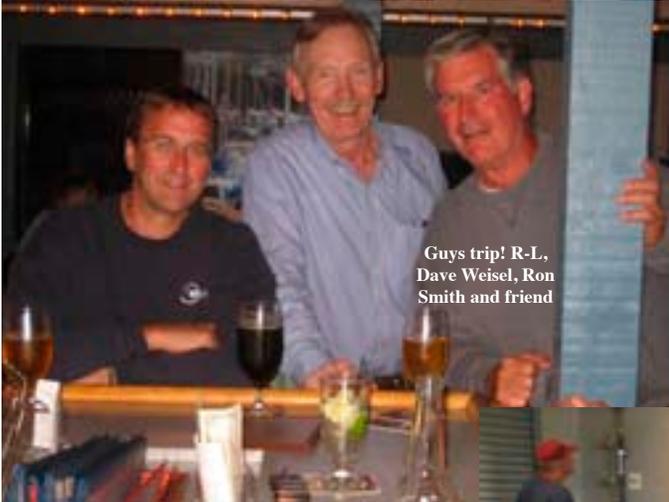
Cindy Holton



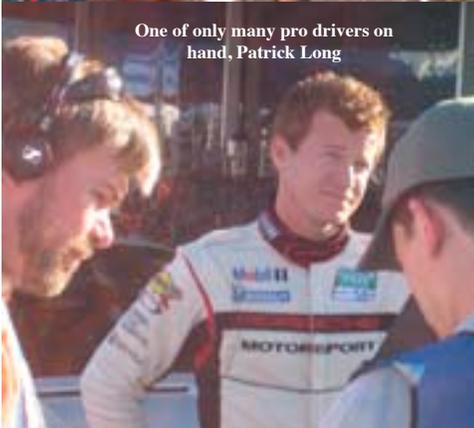
Ron Smith



Jim Holton



Guys trip! R-L, Dave Weisel, Ron Smith and friend



One of only many pro drivers on hand, Patrick Long



The factory brought an incredible array of famous race cars in their collection, including the GT3R Hybrid literally in race livery, tires buggers



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Fall Color Tour 2011 - Sunrise Hikers Hit The Jackpot

photos by Dan Polglaze



Every year Eventmaster John Dixon cajoles and corrals as many Fall Color Tour attendees as he can to come along on his 'sunrise' hike up on his property over looking Lake Superior. This year a hearty group of 15 joined him at 'oh dark hundred' with coffee and rolls to trek through the DARK (and yes, it is DARK at the meeting time of 5:00 a.m!). It's not a long or arduous hike, though, and the rewards of a spectacular sunrise lure many

every year. Having joined in several times I can attest that it is fun and such a beautiful way to experience Lake Superior on a fall day. This year was no exception with lovely color, clear skies, fabulous weather and a glorious sunrise to absorb.

The Fall Color Tour is now approaching it's 20th year and its been a tradition and 'must do' for many Nord Stern members. It's a great way to meet members if you are new or relatively new in the club as well as enjoy one of the premier areas of Minnesota just many roads perfect for driving our Porsches.

Thanks to Dan Polglaze (along with wife Pam) who faithful join John each year for the beautiful photos.

– Editor Christie Boeder





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Book Reviews for Porschephiles

Formula 1 in Camera, 1950-59 by Paul Parker, published (August 2011) by Hanes Publishing, Psarkford, Yeovil, Somerset, UK

by Bruce Herringotn, Riverside Region

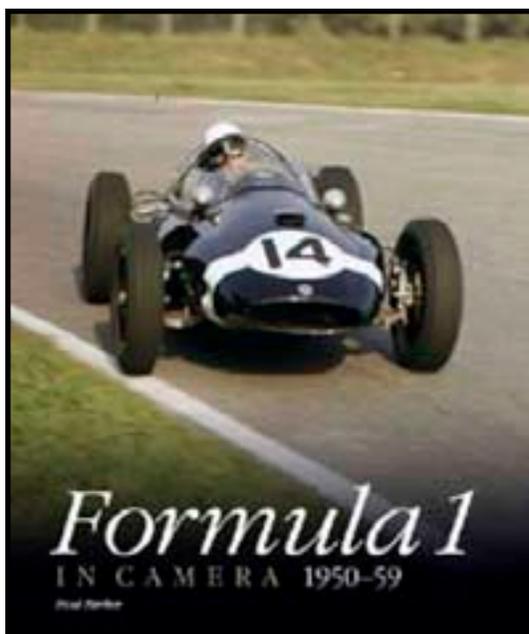
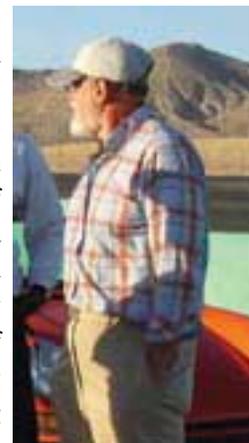
Formula 1 IN CAMERA, 1950-59 is a book everyone should have — The old timers' should have it to help them re-live the glory days of Formula 1 racing. The young whipper-snappers should have it to help them understand how very different the glory days of Formula 1 were from the modern extravaganzas.

Porsche had no involvement in Formula 1 during the 50s but Porsches do show up in the background of certain pit/paddock shots and factory drivers Hans Hermann, Karl Kling, Paul Frère, et al. are described for the Formula 1 drives they made when not racing sports cars for Porsche. Some of the privateers, even the Bugatti F1 car, are mentioned as having Porsche gearboxes.

As implied by the title, this is a picture book. But the pictures (mostly black and white, though perhaps half of the 1958 and 59 coverages are in color) have very extensive captions. Unlike modern racing books, this one seems to emphasize the people as much as the cars. This feeling of personalization is partly due to the focus of the photographers and the selections of the author but may be largely due to the fact that in the 50s, racing drivers were clearly visible at work — their faces recognizable as their cars roared by.

Paradoxically, this book is both captivating and easy to put down. Except for a one-page text summarizing the events of each year, the story is told in extensive captions of the large, but generally intimate, pictures. The stories told in the captions give fascinating insights into the activities of the various drivers and teams during the ten seasons covered and make the book hard to put down. But because there is no compelling thread to the narrative, it is possible to stop at the end of any page, and pick up again on the next page at a later time, without feeling that one has lost one's place. For better or worse, it is a book that you can read in small chunks. Those who visited the Penske shop during the Charlotte Parade (or have seen it in pictures) might be appalled by the pictures in this book showing the rough, stained floors and clutter of race car factories and shops in the 50s. Indeed, many of these work spaces dated from well before WWII, and convey the same impression as do pictures of the sawmill turned Porsche factory in Gmünd Austria, taken

during this same era. The vintage-ness of the races in this book is also indicated by the fact that the photos of Formula 1 events show overhanging tree branches and shadows on the track, even tram lines on the course. In the background of some of the shots of the Monaco GP is a startlingly empty harbor. Life was indeed different in those days, as evidenced by another picture showing the owners of two different Formula1 teams standing at the edge of the track, clearly showing mud on their shoes from walking around an unpaved paddock area.



Unique and interesting is the fact that this book reports birth and death dates for the people mentioned in the text, allowing one to compare the era of these individuals with one's, say, grandparents. Somewhat awkwardly, in subsequent references, key individuals are referred to by their initials — thus SCM is Stirling Moss, CASB is Tony Brooks and GAV is Tony Vandervell. The space saving motivation for using initials in photo captions is obvious, but does require the reader to pay attention.

With 240, 8-3/4x11 inch, pages, this book approaches the coffee table' category, but because of it's bite-sized presentation by photo caption, it might be equally suited for the throne room. By the time you read this, *Formula 1 IN CAMERA, 1950-59* should be available for \$49.95 from your favorite bookseller (ask for it), or from <http://www.motorbooks.com>.

Annual New Member Socials - All Invited Be There!



Thursday, March 22, 2012

“West Side” New Member / All Members Kick Off Meeting

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Saturday, March 31, 2012

“East Side” New Member/All Member Kick Off Meeting & Tech Session

AutoEdge 651.777.6924

Woodbury, MN

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New Member meeting 9:30-11:30 a.m.

Lunch 11:30-12 p.m.

Tech Session starts @12:15 p.m. Cost T.B.D.



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courtesy PCNA, PCA Newsletter Editor

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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

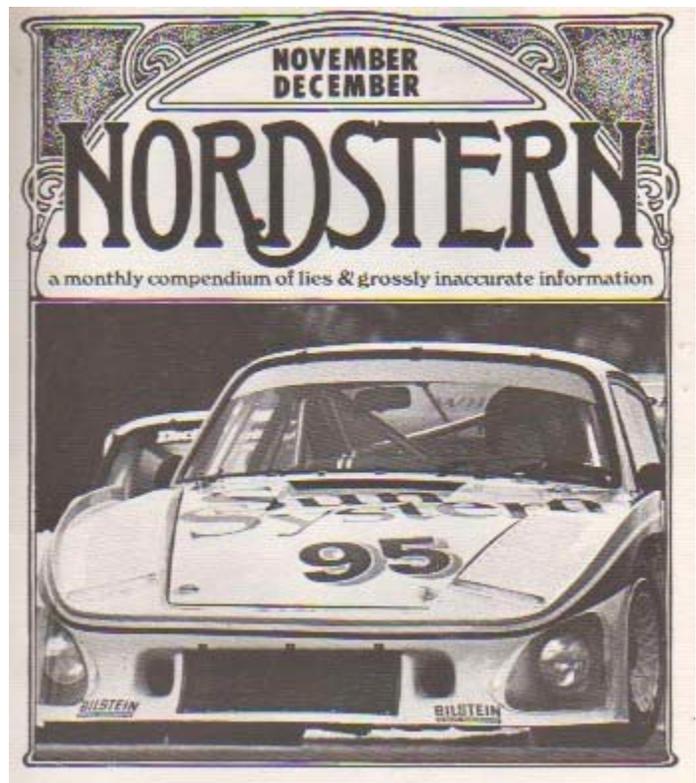
or \$5.40. A map shows the restaurant at Highway 10 and County 42. Their website today says they moved 30 years ago but the reviews are good.

- Two studies from the '60's showed larger cars are more likely to be involved in car accidents.
- The ads list a 1966 911 coupe for \$3400.
- Another Nord Sterner is seeking a 1964 356 C tool kit; I wonder if he knew one would be worth over a \$1000 some day.



January 1973

- Carousel advertises the new 914 2.0. The ad says a 1.7 liter 914 earned the pole position and the E production class in the American Road Race of Champions. It was later disqualified when the track was found to be too wide due to spacers left on when rain tires were mounted.
- The January business meeting will be at Donatelli’s restaurant. Spaghetti, a fillet, or shrimp can be ordered for \$3.50, \$6.25,



November-December 1980



- Prices for the food at the Christmas party have escalated from those in the last issue above, although the restaurant is Kozlak’s in Shoreview: chicken, fillet, and shrimp are \$8.50, \$11.95, or \$15.25. A multi-projector slide/sound presentation will be featured.
- Gordon (or Cindy) Doering scored the fastest time of the day at the BIR Last Fling in a 356 Super 90. He was said

to be the only driver in the club's history to break the 300.00 second mark in a four cylinder car with street tires. At that time, the timed runs included two hot laps with chicanes before Turn 1 and Turn 2.

- Apparently I made that event and edged out one other driver in my 1977 911S, but this earned me only a tie for last in class in the 1980 Autocross Standings. Although a slow learner, I think I can still shave a second or two off next year.
- The Newsletter won its second national Best Newsletter award at the Parade under Editor Rick Le Burkien. He will be passing that job on to Gordon Maltby for 1981.



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AND A HARDY WELCOME to the 1981 Exec. Board. Left to Right: V.P. Jack Palumbo; Pres. Dick Guthart; Sec'y Patti Clark and; Jim Clark Treasurer.




We had one more caption quiz photo left and I didn't want it to go to waste. If you remember this was a photo of Bruce Erickson and Robin Boone at one of Larry Skogland's Tech Sessions.

1. OK Robin I'll do it your way...now will you come out from under my wheel will so I can go racing?....



We had the privilege of seeing two presentations. The first by Peter Sontag (above) on the Treffen...and Larry Skogland showing somewhat embarrassing slides of members such as the Mandine, Boyds, Browns and Clarke from the early '50s.



The Scans Continue -



Bill Becker (above) and Bill Kieller (below) are seen helping other autocrossers as event masters of the Last Fling.



Everyone had a great time... We had a mello group this year...no food fights.

WAGNER'S

In addition to the good laughs some regional and national awards were given out. On the left we see Krys Sawistowski receiving the distinguished traveling high speed Fusebuster award for traveling 92 in a 55 and getting that varified by a state law enforcement representative. On the right Hank Godredson is receiving a national parade trophy in autocrossing.



Above we see Bill Kieller receiving the annual traveling Peter Sontag award for Non-Maintenance given to that member that holds the club up at any given event due to mechanical or emotional problems. Below we see some of the members enjoying the slide presentations.



As Ron says, these scans hardly need captioning! Just read the text and so much becomes so clear?! . . .

- a traveling trophy for either mechanical or emotional (!) problems . . .
- a verified 92 mph in a 55??!
- no food fights?!
- slides of members from the 50s?! Oh where are those now!

My personal take lookin at these photos is the club really was rather a young group in the 80s (but weren't we all!).

November 8 Nord Stern Business Meeting Minutes

by Michael John

President Bret Bailey called the meeting to order.

Treasurer – Jeff Bluhm

- Not much has changed since last month.

Social – Carrie John

- Event will be held at Morrie's Long Lake facility. Date is set (1/21/12). We will be able to tour the museum.

Advertising – Jim Bahner

- No report

Newsletter – Christie Boeder

- No report

Membership – Ed Vazquez

- New member meetings planned for the third Thursday in March at MotorPlex he is waiting to confirm a date for a meeting at Auto Edge (projecting the following Saturday). Going to have a table at Cars & Coffe

Website – Bret Bailey

- The photos have been removed from the classifieds section.

Dealer Relations – Roger Johnson

- Maplewood Auto Fair - Sunday May 6th.

Tech Sessions – Keith Fritze

- Carousel PA tech session featuring the new Panamera hybrid in Early to mid December. Will announce on ClubTalk. Carousel is planning to feature the 991 at a February Tech session. Someone to contact Jim Bryant to talk about the new helmet requirements.

Autocross – Harvey Robideau

- Autocross at Dakota County is planned for 6/24/2012.

Met Council – Bob Kosky

- Participation is down. Awards Banquet 1/7/2012 at Old Chicago in Apple Valley. Rules committee is meeting the first Saturday in December (12/3).

Charity – Keith Jones

- No report

Insurance – Michelle Johnson

- Nothing new to report.

Track Events

Club Race – Roger Johnson/Ron Smith

- Scheduled for July 27-29

DE – Jim O'Brien

- First Fling May 4-6th
- Final Fling Sept 21-23rd
- We are dropping the June event.

Track Relations – Rick Laverdiere

- We are looking for a Chair for this position.

DE Registration

- Dave Anderson indicated he will continue in this position.

Driver Training – Ron Johnson

- No report

Drives – Mike Lancial

- Will continue in this role.

Rally – Dale Trippler / Scott Welz

- No report.

Concours -

- Part of the Roseville celebration again this year.

Safety – Keith Erickson

- We used to provide a packet of information to new drivers. Would like to revive this.

Historic Archivist – Kim Fritze

- Nothing new to report.

New Business:

- Procedures Manual was discussed. Bret is asking all Chairs to compile a list of responsibilities, notes, or procedures for their role by November 18th. We need to more easily bring new Chairs up to speed. Any format is acceptable and send it to Bret Bailey.
- We need to do a better job executing the Taste of the Track.
- Club Race Alternate Enduro was again discussed. Ron investigated and does not think we can make it work. Insurance and licensing requirements make executing difficult.

Tentative Calendar 2012

Holiday Party	1/21
New Member	3/22 and 3/31
First Fling	5/4-6
Maplewood Autofair	5/6
Spring Drive	?
Fast Fling	Cancelled
German Carfest	6/11
All Porsche Show	6/24
Dakota Autocross	6/24
Road America	7/10
Club Race	7/27-29
Rally	?
Summer Drive (Vino)	8/6
Final Fling	9/21-23
Cars & Coffee NS Day	?
Fall Color Tour	9/29 – 9/30

2012 NORD STERN OFFICERS ELECTION TIME

President: write-in	Jim Bahner _____ _____	<input type="checkbox"/> <input type="checkbox"/>
Vice President: write-in	Ron Johnson _____ _____	<input type="checkbox"/> <input type="checkbox"/>
Secretary: write-in	Michael John _____ _____	<input type="checkbox"/> <input type="checkbox"/>
Treasurer: write-in	Jeff Bluhm _____ _____	<input type="checkbox"/> <input type="checkbox"/>
Board of Directors:	Bret Bailey _____	<input type="checkbox"/>

Mark your ballot and return to: (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party in January 2012

Bret Bailey
2539 Bridle Creek Trl
Chanhassen, MN 55317-9372



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Announcing - Porsche Club Of America

Nord Stern Annual Holiday Party

Saturday, January 21, 2012

Morrie's in Long Lake

2605 West Wayzata Blvd Long Lake, MN 55356

Morrie's Bodyworks in Long Lake repairs all makes and models

6 p.m. to 10 p.m.

Cost: \$50 per person

6 p.m. - Social Hour

7 p.m. - Dinner Buffet

8 p.m. Officer Presentations

8:30 p.m. Facility Tours

**An evening devoted to having fun, socializing,
and introducing your 2012 Club Officers - Join us!**

Appetizers during the Social Hour:

- Asparagus spears wrapped in pastry with a honey mustard dressing
- Mini Blt's
- Signature seafood dip with veggies
- Crackers and breads
- Cash Bar which will include a selection of Beer and Wine

RSVP to Carrie John by Friday, January 6

Checks payable to Nord Stern and mailed directly to:

Carrie John
11209 Oregon Ave North
Champlin, Mn 55316
612.597.0611 cell

Dinner Buffet includes:

- Plated Salad
- Chicken breast in a white wine, Brie and mushroom sauce
- Beef Burgundy
- Garlic Mashed Potatoes
- Vegetables
- Bread and Butter
- Apple Pie
- Coffee and Tea

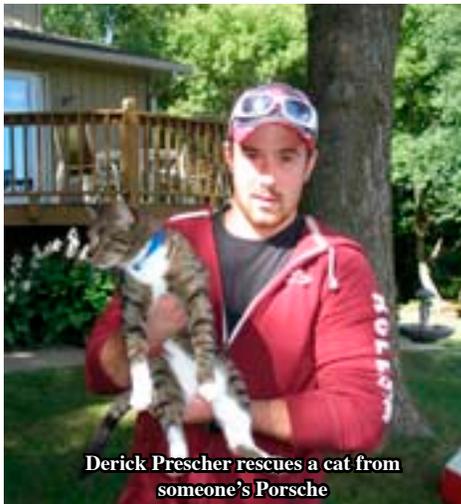
It's Party Time!



Directions from the East: 394 West to the County Road 112/Long Lake/Orono exit (right exit). Follow through the town of Long Lake, pass Willow Dr. and Morrie's is the second left hand turn lane past Willow Dr. (look for the Morrie's sign)

From the West: Highway 12 east to CR6, take a left on the top of the ramp onto CR6. Make the first right hand turn onto Wayzata Blvd. Pass Old Crystal Bay Road and Morrie's will be on the right. Club Members should park halfway down the parking lot at the first set of doors that have the white pillars

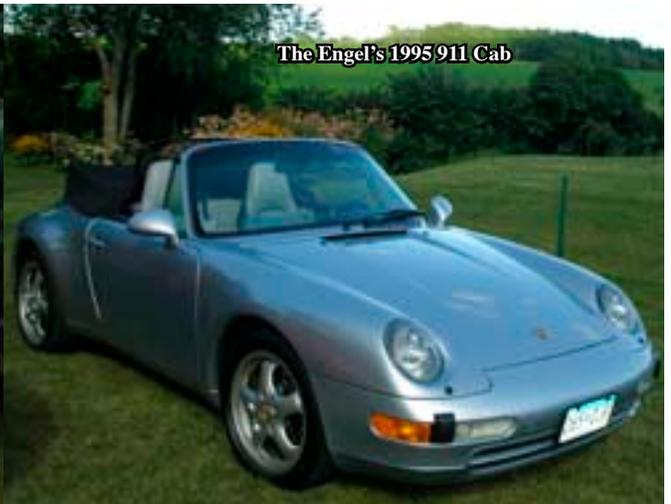
Out and About at 2011 Annual Labor Day Picnic in Rochester!



Derick Prescher rescues a cat from someone's Porsche



Steve & Gerry Thompson



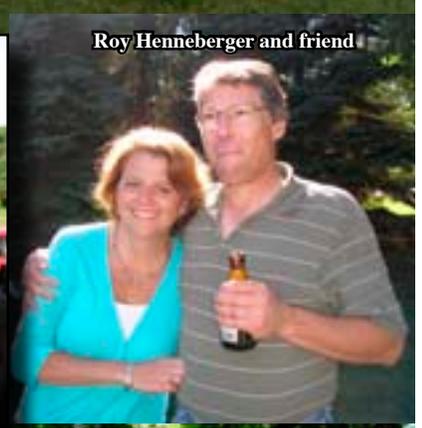
The Engel's 1995 911 Cab



New members Kevin and Lynette Lenz



Mickey Forland, BJ Petersen, Kathy Church



Roy Henneberger and friend



Tim and Susan Lloyd head out



Eventmiser Jeff Boehm with Mike Lancial and Mike Aldinger



Kathy and Todd Smith with Madison in their 'family car!'



Andy Mulholland and his Targa



Nancy Aldinger and Lori Lancial

Picnics can be sooo exhausting...



Fred Daneu with Eventmaster Jeff Boehm take in the sights



Steve Meydell, Kevin Lenz, Dave Newman



Assistant photographers, Madison and Morgan



Apprentice photographer Madison Smith with mom, Kathy



Lynette Lenz with Linda Newman and son



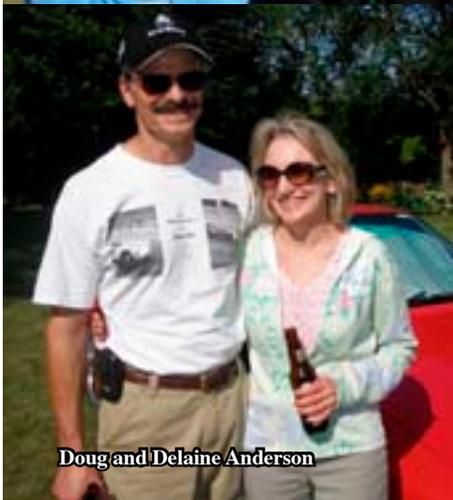
Nancy Meydell



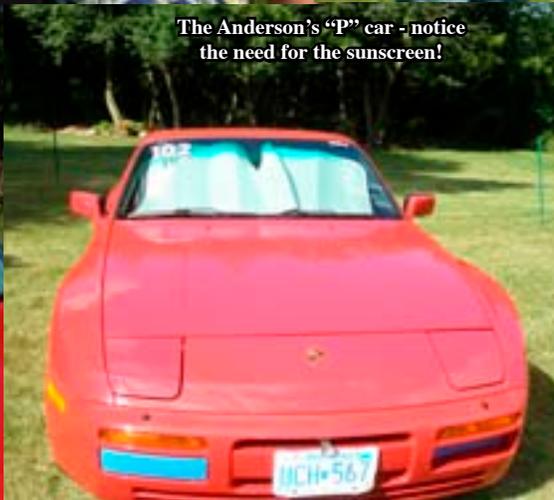
Mary and Jim Engel with Kathy and Bob Church



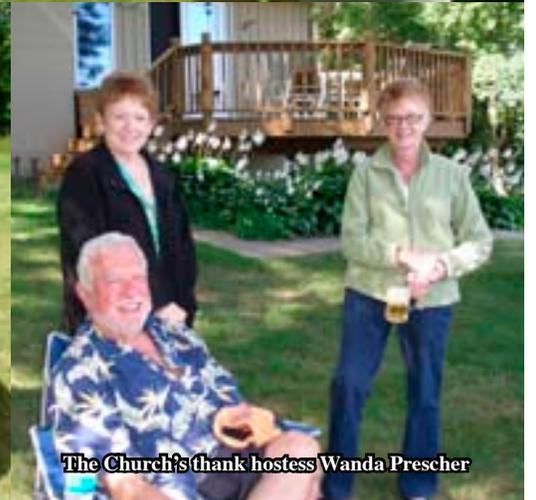
Andy Mulholland with Doug and Delaine Anderson



Doug and Delaine Anderson



The Anderson's "P" car - notice the need for the sunscreen!



The Church's thank hostess Wanda Prescher



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

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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
nurburgring, inc.
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.

2002 996TT

Gorgeous 2002 996 Twin Turbo for sale. 24k miles, silver/silver, supple leather, carbon fiber package, short shift, Tech art front & rear spoilers, 19" HRE wheels (deep dish) GT2 turbo's, evolution motor sports fuel management, Fab Speed exhaust, 550 +hp, sway bars, PS9 shocks, freshly corner balanced and aligned. No accidents clean car fax. This car has over 170k invested in it. Drive the best for only 55k. Bill 612 961 4310. billb@mmamortgage.com



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



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Tech Notes from Tony Callas & Tom Prine

The IMS Guardian - Part I

(courtesy of Callas Rennsport)

One of the more common issues with the M96 engine has been and remains the degradation of the Intermediate Shaft Bearing (IMS). If the IMS begins to wear severely and continues to do so undetected, the IMS will eventually fail. A failure of this vital engine component can set in motion a myriad of collateral damage to other internal components. The resulting unfettered spread of metal debris will result in a catastrophic failure of the engine. The frustrating part of the IMS issue is in not knowing if the problem is present in your 986 Boxster or 996 Carrera or one you are considering for purchase.



The IMS and almost all of the other potential failure scenarios associated with the M96 engine have one easily overlooked symptom that precedes a deadly failure. This symptom is where high amounts of ferrous (iron) metal particles are present in the engine oil. If the deteriorating part (that is shedding metal debris into the oil) can be found and replaced in a timely manner, a component failure can be avoided and the potential loss of an engine will be prevented.



It is with knowing that this symptom exists and the desire to save engines through early detection that Jake Raby and James Hatcher of Raby Engine Development created a new product. It is the IMS Guardian and it provides the driver with an advanced warning that there is a problem taking place in the engine.

The IMS Guardian is a sensor system that comes to you complete and ready for installation in your 986/987 Boxster or 996/997 Carrera. Yes, we did just mention the newer 987 and 997 as these cars are not immune to the IMS problems of their



older siblings.

The IMS Guardian is designed to react to the ferrous metal debris content in the engine oil. If the quantity of ferrous metal debris reaches a level sufficient to activate the sensor, a dash mounted light will illuminate accompanied by an audible alarm, warning you that a problem is at hand.

The IMS Guardian is designed and built on the tried and proven technology of Magnetic Chip Detection (MCD) which has been utilized

in the aircraft industry since the 1950's. There is no guesswork involved. This technology has saved lives by alerting flight crews of an impending mechanical failure,



this same technology could now potentially save your Porsche engine. Tune in next month for part #2...



These five pictures show individual damaged IMS internal bearing components. Photo credit goes to Charles Navarro. The photograph of the bearing in the back of the M96 engine was taken by Tom Prine.

Happy Holidays

Looking for a great gift for your special Porsche enthusiast? We have a large selection of stocking stuffers available from Porsche Design Driver's Selection in our Boutique.

Here are just a few examples:

911 GT3 Race Track Set	\$230.00
Golf Towels	\$35.00
Key Chains (from)	\$25.00
Porsche Motor Sport Bear	\$75.00
Porsche ice cube trays	\$19.00
Wine bottle stopper	\$50.00
Coffee Mugs (from)	\$19.00
Wine Bottle Chiller	\$34.00
Porsche Calendars	\$60.00
Caps (from)	\$24.00
Porsche diecast models (from)	\$58.00

Please remember to show your PCA membership card to receive your 10% discount.

We also have Gift Certificates available.

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oil filter by then it may be too late!

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