

# Nord Stern

February 2012







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# N O R D                      S T E R N



## F E B R U A R Y                      2 0 1 2

*Dedicated to the belief that . . . getting there is half the fun.*

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

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

#### **Please contact staff for any event coverage you need**

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*Cover: Bob Fleming's 1965 911 in Monte Carlo livery  
tribute as displayed during the Rennsport Reunion IV  
this past October at Laguna Seca, CA.*

*Photo by Bill Simmeth*



# 2012 Officers & Committee Chairs

## Address changes

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Call Christie Boeder 612.845.4509.



# The Prez Sez . . .

by Jim Bahner

So many events to choose from . . .

Whether you want to go for scenic drives with a group of other Porsche owners, socialize, wax and show your car, drive your car safely on a race track, or all of the above, I think we just might have some of your interests covered.

By the time you are reading this, one of our 2012 events is now already history The Holiday Party. It was really great seeing everybody who attended. I would like to thank Carrie John for all her efforts in putting this together. I also thank Morrie's for letting us view their amazing private automobile collection.

On the second Tuesday of each month we have a frequent event our Business meetings. Showing up at these is a great way to add your input on how your club is run, and to spend time with fellow members. Note that there are no meetings during the summer months May through September. This February it will be the third Tuesday due to the Valentines Day conflict.

We have three Tech Sessions coming up that were planned by Keith Fritze and Michael John. At Maplewood Porsche they will be introducing the new 991 from Stuttgart. They are planning on having 2 of these cars available. The remaining two sessions will be DIY oriented. The first will be on adjusting valves on air-cooled Porsche's, and the second on corner balancing and aligning your car.

There are two New Member Socials in March, one on each side of the cities. Ed Vazquez our Membership Chair has set up both of these events. We encourage current members to attend these fun events to welcome the new members to the club. I hope to see you there.

This only takes us to the spring, the time when most of us get to actually drive our cars.

You will find these events and the rest of this year's calendar listed in this newsletter and also on our club website [www.nordstern.org](http://www.nordstern.org) If you would like to have all these dates on your personal calendar but the task of transferring all of them seems a bit daunting, sync your calendar to our clubs Gmail calendar that has all the dates, times and details at [nordsternpca@gmail.com](mailto:nordsternpca@gmail.com).

I am looking forward to meeting you at the next event.

– Jim

*It's not just the cars . . . it's the people.*



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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
Business Card	N/A	N/A	\$20

### Ad sizes (maximum dimensions):

Full page:	8" wide by 10.5" high
1/2 page:	8" wide by 5.25" high
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

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

# Welkommen . . .

## **Welcome . . . New Members**

(and returning members!)

We hope to see you at upcoming events!

Check next month for new and returning members!



### **So, Just What Do We Do In Nord Stern??!**

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

**Autocross:** A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

**ClubTalk:** E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

**Concours:** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

**Driver Education:** High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

**Parade Laps:** Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release.

**Time Trials:** On course timed lap with controlled starts and exiting.

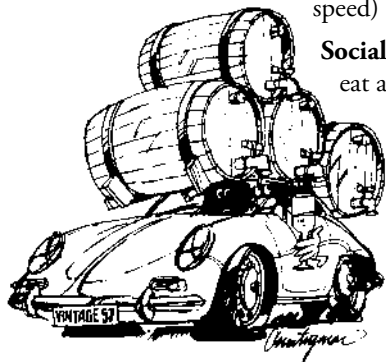
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**Rally:** An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

**Social:** Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on pg. 3!

**Taste of the Track:** For those who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own Porsche. You will be a passenger with an approved instructor for one run group session at track speed.

**Tech Session:** Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



## From the Editor . . .

by Christie Boeder

I am thrilled to have the feature story this month by long-time Nord Stern member, **Bob Fleming**. Thrilled for several reasons, not the least of which is it features the very first Porsche the Boeders ever owned. I have written here before about this car and how it was a car owned by a client/friend of hubby Bruce way back in the early 80s. This client was one of those 'jack of all trades' and had a sort of body shop on a farm down in Elko-New Market. Bruce always knew he someday wanted to own a Porsche having grown up friends with a family whose Dad owned several - that Dad being Craig Alexander, a 'charter' member of Nord Stern. Craig had at one time had a 550 that he kept inside in a family room. Exotic for a kid growing up in the 50s! But that's another story of adventures which I believe can, and should, be shared soon in Nord Stern. Craig just passed away and his life story is amazing - his influence went far and side and includes an indelible stamp on Bruce.

So to continue along that vein, Bruce saw the P car and in looking at the VIN number he realized it was significant. In fact, very significant as it turns out. But it was in rough shape and Bruce realized while using it as his daily driver that it was going to need way more work, time, effort and more importantly, dollars than we had at that time in our life. So we sold it.



Photo by Brett Sloan

And sold it to the perfect person: Bob Fleming who as a graphic designer and artist had the ability and patience and attention to detail to restore this car to its original state. And now is certified by the factory as being the oldest, continuously driven 911 in the world.

So that's the back end story; the current story starts on page 14. Bob's car is picture above in the corral at the Rennsport Reunion IV held at Laguna Seca, CA in October 2011. I'm so grateful for Bob's willingness to document the fun he had with the car and I'll leave all the details for him to recall. It's quite the story, be sure to read it.

But we will take some credit as we did sell the car to you, Bob. It must be fate . . .

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## Exciting Nord Stern Announcements . . . Badges are Coming

Car badges are coming. Car badges are coming!

A few members were wondering whether Nord Stern had car badges for sale - that's all it took to kindle a surge in interest and in typical Nord Stern fashion, several members jumped on board to locate some vendors, estimates, logistics and details and viola! It's a go. So in the not too distant future, we will be offering car badges with our great Nord Stern logo for sale.

It's been perhaps 30 years since the club has had a badge available for sale to members. Car badges are cool, without a doubt! Kudos to Roger Johnson and Todd Knettel.

More info will be forthcoming as details and exact pricing and design are worked out. Contact either Roger Johnson [rogerdjohnson@comcast.net](mailto:rogerdjohnson@comcast.net) or Todd at [NordStern@microwebinc.com](mailto:NordStern@microwebinc.com) with questions or to get your name on the list. The more who interested, the potentially lower the cost!

So stay tuned for WAY more info!



Jim Bryant  
651-955-6900  
[Jim.B@RacingProductsMn.com](mailto:Jim.B@RacingProductsMn.com)  
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## Nord Stern Online Calendar . . . Google! Has Arrived

by Jim Bahner

It is a great time to plan your 2012 year, and Nord Stern has a full calendar of events to offer for the new year.

For those who want to sync their iPhone, Droid or other smart phone to the club's Google Calendar, we have made it even easier by making an additional login. You do not even need a personal gmail account and it should take less than a minute.

Just follow the steps below. The example is for the iPhone, and other devices are very similar. All events/dates will update to your device automatically if additions or changes are made to the schedule with no additional action required.

iPhone one time setup:

- Settings>
- mail/contacts/calendar>
- add account>
- gmail>
- Enter account name: [nordsternmobile@gmail.com](mailto:nordsternmobile@gmail.com)
- Enter Password: [mobilennordstern356](mailto:mobilennordstern356)
- Select 'Keep on my phone' twice
- Set Switches: calendar ON / email OFF

You are finished!

Open your calendar and all the dates are there.

Email me direct if you would like more information: [jbahner@tela.com](mailto:jbahner@tela.com)

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# 2012 Calendar . . .

## February

- 21 Nord Stern Business Meeting**  
Location: Lifetime Fitness Center  
755 Prairie Center Dr, EP  
Questions? Prez Jim Bahner  
6:30 p.m. Social, 7:00 p.m. Business Meeting  
All Members welcome and encouraged to attend.

- 25 Tech Session New Porsche Model 991**  
Maplewood Imports  
Eventmasters: Keith Fritze/Michael John

## March

- 13 Nord Stern Business Meeting**  
Location: Lifetime Fitness Center  
755 Prairie Center Dr, EP  
Questions? Prez Jim Bahner  
6:30 Social p.m., 7:00 p.m. Business Meeting  
All Members welcome and encouraged to attend.
- 17 Saturday Tech Session: Adjusting the values on an Air-Cooled Porsche**  
Location: Nurburgring, Inc.  
4394 Steiner Street, St. Bonifacius, MN  
Time: 10 a.m. to 2 p.m.  
Questions: Michael John, 612.386.5255 or email at: mjj0000@gmail.com

- 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

## April

- 7 Swap meet at Carousel Porsche**  
Eventmaster: Mark Bouljon, Carousel Porsche
- 10 Nord Stern Business Meeting**  
Location: Lifetime Fitness Center  
755 Prairie Center Dr, EP  
Questions? Prez Jim Bahner  
6:30 Social p.m., 7:00 p.m. Business Meeting  
All Members welcome and encouraged to attend.

## May

- 4 Nord Stern First Fling Driver Training**  
Brainerd International Raceway  
Eventmaster: Ron Johnson
- 5-6 Nord Stern First Fling Driver Education**  
Brainerd International Raceway  
Eventmaster: TBA, Jim O'Brien DE Chair

2012 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

- 12 Swap Meet at Auto Edge (details TBA)**  
Eventmaster: Bob Cox, 651.762.2831 or email at: bdcox42@gmail.com  
No Vendor charge, Porsche parts and Porsche cars

- 26 Spring Drive**  
Eventmaster, Michael Lancial

## June

- 24 All Porsche Show**  
Roseville's Rosefest - Century Park,  
Eventmaster: Phil Saari

- 24 Dakota Autocross**  
Eventmaster: Harvey Robideau

## July

- 9-10 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

## August

- 11 Tentative Date - Summer Drive: Vino in the Valley**  
Eventmaster: Randy Walker

## September

- 3 Annual Rochester Labor Day Porsche Picnic**  
Eventmaster: Jeff Boehm. jeffandbj@gmail.com

- 21 Nord Stern Driver Training**  
Brainerd International Raceway  
Eventmaster : Ron Johnson

- 22-23 Nord Stern 'Final Fling' Driver Education**  
Brainerd International Raceway  
Eventmaster: TBA

- 28-30 20th Annual Nord Stern Fall Color Tour!**  
Bluefin Bay, Tofte, MN  
Eventmaster: John Dixon, eyerack@tcq.net

## October

- 20 Octoberfest/Annual German Carfest, Details TBA**

## November

- 11 Annual Old Log Outing , Details TBA**  
"Third Thursdays" of each month  
5 p.m. ++ An Informal 'Post-Work' Social at  
All Nord Stern members welcome! **Club Jager**  
923 Washington Ave. North, Mpals, MN 55401 612.332.2686  
<http://clubjager.com/> January 19, February 16, March 15,  
April 19, May 17, June 21, July 19, August 16, September 20,  
October 18, November 15, December 20

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# Calling all 912/912E Owners!

by Rick Becker, PCA 912/912E Registry Advocate

I'm Rick Becker, Porsche Club of America 912 & 912E Register Advocate. The overall goal of the PCA 912/912E Register is to involve as many 912 and 912E enthusiasts as possible in the many activities offered in PCA regions and zones. We'd like to let 912/912E enthusiasts in the Nord Stern Region know about our new pages, accessible by smartphone app and the Internet. Attached is a sample PNG format image capture of the FB page.

For any 912 owners who may not be Nord Stern members but known by any of us be sure to pass on the info!

**Registry Resources:** For news from PCA regions, factory news, videos, and various information articles that you can receive via Internet and smartphone app, we now have a 912 & 912E Register page on Facebook.

To access it first log in to your FB account, then view it at: <http://www.facebook.com/pages/912-912E-Register-Porsche-Club-of-America/259276414106874>.

We also have a 912 & 912E Register page on the PCA website, please visit at: <http://912register.pca.org>.

Previous owners are very welcome too; many current 912/912E owners are very interested in learning the early history of their car from an original owner.

Events: Please let me know of recent and upcoming PCA events in your region, and I can pass them along to Register enthusiasts. Messages from 912 & 912E owners by email (including photo attachments) or posted on our Facebook page are welcome!

Feel free to contact me directly with questions and I look forward to hearing from 912/912E owners in the Nord Stern



region.

Thanks very much, Rick Becker

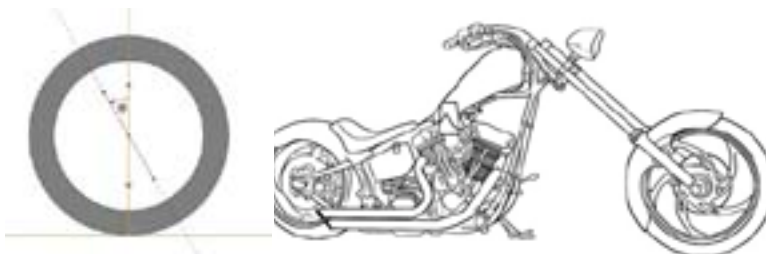
PCA 912 & 912E Register Advocate

E-mail: [engrbecker@gmail.com](mailto:engrbecker@gmail.com) or Twitter: @engrbecker

## Align or Balance

*continued from page 28*

**Caster:** is the angular variation from the vertical axis of the suspension. Think of the rake in a chopper's front suspension. Caster has more to do with the ability of the driven tires to self-center themselves (straight-line stability).



Most of these adjustments interact with each other. Changing camber will affect toe, and changing ride height will alter the geometry and requires additional modifications to bring back the

alignment to spec.

All of our cars come from the factory precisely aligned, but alignment is not permanent.

Bumps, pot holes, curbs and general wear will affect the alignment settings which need to be brought back to spec periodically.

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For additional information on tire balancing and wheel alignment, please visit our website at: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing, Pedro

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507-261-9407 for details





# Monte Carlo Tribute to car 300 055

by Bob Fleming

The Monte Carlo Rally of January 1965 was the first outing for the 911 into international competition. Porsche had just started production of its new model with just 232 cars rolling off the assembly line in 1964. Of those cars Porsche selected one to be part of this grand new adventure.

Porsche 911's forty eight year racing history all started with that red Monte car, chassis number 300 055.

The breadth of Porsches racing history is enormous and possibly the richest of all the car manufactures. From venues with lasting names like Targa Floria, LeMans, and Daytona, and subject cars from five decades of racing have been the focus of hundreds of books on the many incarnations of the racing 911. Meanwhile the 1965 Monte car has thin reference materials, it appears to be one of those cars that has slipped thru the cracks.

In the vast library documenting the 911 competition history, we find very few tid-bits of information which actually describe 300 055, the Monte Carlo Rally car. Finding those scraps of information is extremely satisfying.

The Monte car placed second in its class. Not surprisingly, its importance and place in history has been eclipsed by the wealth of succeeding class and overall wins. But, much like the 911R (the well spring for all following race 911's) the Monte car was proof the factory had designed a stellar car for competition.

The Monte Carlo Rallye was a famous international event. The "Monte" was a media darling. The idea of racing, in the middle of January, through the most difficult of winter Alps to the



Photo by Jim Loucks

sunny Mediterranean seashore of exotic Monaco captured hearts beginning in 1911. By the 1960's it was front page the world over. Car manufactures held the event in the highest esteem.

The 1965 Rally was 4 days and three nights of hard driving on a 2500 mile course in its unique format. The competitors could start in one of nine locations as varied as Minsk, London, Paris, Frankfurt, Stockholm, Athens and Lisbon roughly equidistant from Monte Carlo. The starting weather conditions varied from wet or snowy to dry, with either day or night starts. The vehicles competing were an assortment of Sports cars and Sedans, E-type Jaguars, Triumph, Mini Coopers, Ford Cortinas, Citroen, Mercedes, Saab, Lancia, Renault, Ford Mustang V8's



Porsche Factory photo



and others, all classed by engine capacity. Photos of the entries were peppered with small 2 and 4 door sedans looking to take a place in the world press.

The starting field was 237 entries, down from previous year's 300. Record snow depth in 1963, and snow again in 1964 seems to have influenced the diminished entry numbers. The Monty was a difficult rally in the dry or wet, in the snow it was a torturous challenge.

Period "You Tube" films offer great insight:

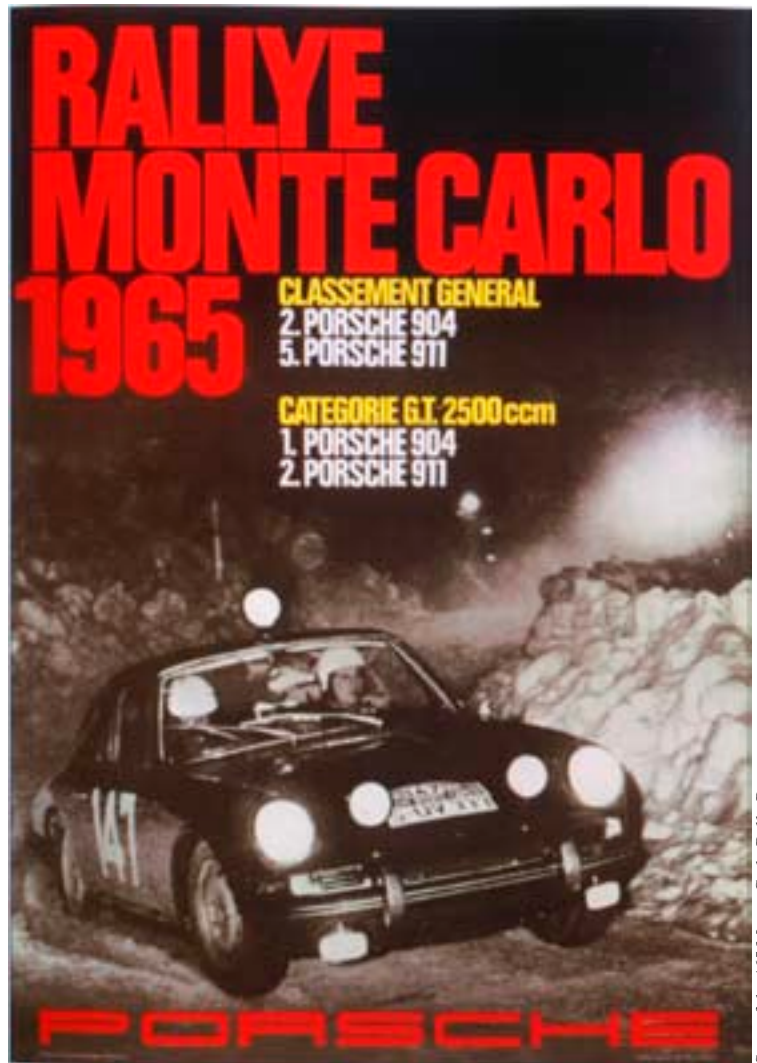
1963 <http://www.youtube.com/watch?v=9QUTNoHJWls&feature=related>

1966 <http://www.britishpathe.com/record.php?id=74923>

Porsche had two sports car entries, the light weight, powerful and promising car - fiberglass body, low slung, beautiful lines, a strong 2000 cc engine of the 904, driven by Eugen Bohringer and Rolf Wuthernich and it's companion car, yet unproven but having great potential, a team car to help forge the trail to the podium, the 911.

The 911 factory driver was Herbert Linge, a gifted individual. He had his start with Porsche (employee No. 1) as an intern mechanic and proceeded to the top tier of engineers, including the race program. He is known as the man responsible for creating Porsche's competition department at Zuffenhausen. A rare talent, he out drove the hired drivers in 356 and 550 spiders. He co-drove in the Mille Miglia as early as 1954, won the Tour de Course, had multiple LeMans wins in 356, GTL and 904's, (and continued on to drive 906 thru 917).

Co-driving and navigating was Peter Falk, then a young engineer and brilliant suspension test driver, who went on to become top management in following years at both production and racing sides of Porsche. (The winning LeMans years). (Instrumental in returning Porsche to driving cars with the 993 re: Agility).



Scan of the '65 Monte Carlo Rally Poster

Both of these talented drivers and thinkers helped in the preparation of this 911. Falk's helmet to helmet communication, a length of plastic hose from mouth to ear, extensive route notes (pioneered by Linge in the Mille Miglia), and a very accurate compass gave the team added tools to finish the rally.

Engine, suspension and development items were added from all quarters of the company.

Key components on 300 055:

- 160 Hp (up from factory 130 Hp)
- Weber Carburetors
- Driver Competition seat
- Herbert Linge custom Steering Wheel
- Front Lid fasteners
- Doubled Windshield Washers
- Rear Bumper Hold Bar
- Two Rear Leather Grab Handles
- Rear Anti-roll bar
- Unshielded Rear Brake disks
- Front Brake cooling air pickups
- Lower Gear Ratios
- ZF Limited slip differential

The 1965 blizzard transpired to be snowiest Monte Carlo Rally on record. It had a huge number

*Continued on page 22*



904 and 911 in Monte Carlo, Factory photo



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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](http://dasring.com)





Above, Porsche Factory photo and below, Porsche Factory photo of the 904 #150 and #147 911





Annual New Member Socials - All Invited Be There!

Thursday, March 22, 2012



"West Side" New Member / All Members Kick Off Meeting

Automotorplex  
Chanhassen, MN

starts at 6:30 p.m. - Pizza & Refreshments Cost T.B.D.

Saturday, March 31, 2012

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

AutoEdge 651.777.6924

Woodbury, MN

starts at 9:30 a.m.

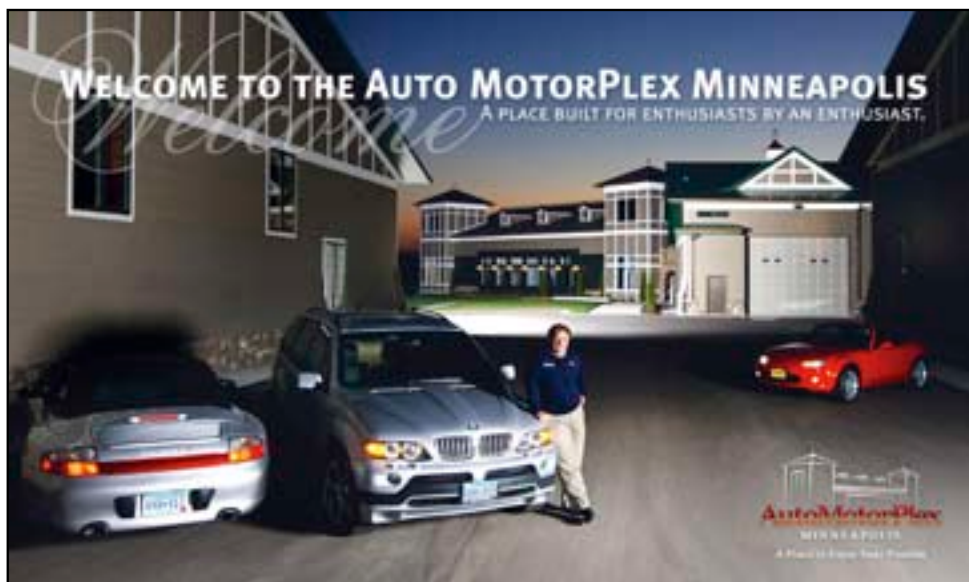
New Member meeting 9:30-11:30 a.m.

Lunch 11:30-12 p.m.

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



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## **Upcoming Winter Tech Session**

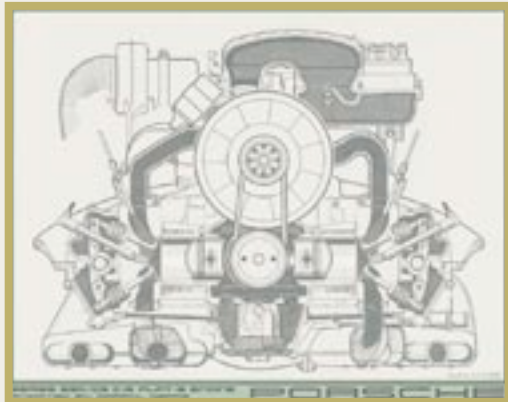
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## Monte Carlo Car

*continued from page 15*

of DNF's, just 35 cars finishing, less than 15% of the starters even made it to the finish. Masterful skill of the drivers and a superior prepared car was necessary just to complete the event.

The 904 finished second overall, first in class G.T. 2500ccm.

The Linge/Falk 911 captured 5th place overall, second in G.T. 2500ccm. It's prominent finish appears on the 1965 Factory Poster.

Peter Falk tells the story that von Huschke gave the drivers just one directive, he didn't care where they finished, just get the car to Monte Carlo in one piece - he had a showing of Porsche's new car to the prince. Author Karl Ludvigsen related the comment on the fifth overall finish "in a reconnaissance that nearly won the battle."



Photo by Brett Sloan

The disposition of the Monte car has not been known for years.

Parts from the original car had been removed and kept in collections - the likelihood of the car still existing is thin to nil.

**R**ennsport Reunion IV, Laguna Seca 2011, featuring the racing 911. The build out of TK.

This Nord Stern car (for the last 29 years) is a 1964 911 serial number 300 149. A perennially driven car, BIR track rat and past PCA Club Racer. Driven about 10K miles each summer. It is the stand-in for the missing car 300 055.

The tribute started over two years prior - and was instigated when the Herbert Linge steering wheel went up for auction. The Linge custom wheel was hammered down at over Euro 2400 (\$3200). Hopes

adding the wheel to a sister car were dashed when the estimated high had been blown thru within milliseconds of the bid opening, by an exuberant end bid.



Photo by Jim Loucks



Photo by Brett Sloan

Real effort started a year and a half before Rennsport with locating photos of the Monte Carlo car and trying to define the lights and hood latches. Not an easy task. Most photos are from the event, in the snow, at night, of a fast moving car. Details? Not at all.

Months had been spent trying to procure the right lights, including those from the french guy who wouldn't sell to the USA, a fellow 232 car owner in Germany interceded and was able to buy them and drop ship to the US. One light that was purchased thru a dealer took 2 months to traverse the importation process and was accompanied by 8 pages of declarations and export/import forms. Each of the Marchal lights is a story in it's self. The under bumper Marchal 650 were not defined until spring 2011 when Hugh, a historian in Australia posted the only known photo of the car without covers over the lights.

Key components are:

- The Seats.
- The roll bar.
- The seat Belts.



Photo by Brett Sloan

- The correct Rally event plates.
- The License plates.
- The TUV inspection sticker that was good thru 1967.
- The car race/entry numbers.
- Those leather hood handles.
- The mounting for the hood lights.





- The rear grab bar.
- The articulated hood hold downs.
- The original vinyl seat with fresh Houndstooth and the 6 pleats.
- The magnet mounted roof light.
- The nerve to drill into a really old car....spooky.
- And, one of the greatest items is the Herbert Linge style dawn beige leather custom steering wheel with it's fuzes taped to the spoke.

The list of items goes on but the fun of showing the car was worth every minute of research and build-out.

That piece of 911 history had been lost. Trying to bring back just a little piece of it or just the memory of it, was a noble endeavor. Having a car appropriate to the task seemed to be the driving force. The 232 cars have become very dear and this old red workhorse is the only one that could possibly be the stand-in for a sister car.

After the California event I have received a publication from Germany, handwritten in it, was a note from Herbert Linge



Photo by Semjon

wishing me to have fun with the car. On seeing photos of the car as displayed at Monterey Herr Linge recognized the car immediately and was delighted in the detail - especially that custom steering wheel.

The drive to Rennsport, the reunion of 300128 and 300149, TK's trip over the cork screw, with none other than Porsche designer Tony Hunter in the passenger seat, each is a story in itself.

(For those not in attendance: 300128 was the black Daytona car. Race car #18, first FIA winning 911. It came out of a 30 year seclusion for Rennsport (last time these two cars were this close was at the factory in 1964).

How cool is that!

I am extremely grateful for the Photographers at Rennsport Reunion IV : Brett Sloan for PorschePurist.com, Semjon from Neatherlands, Jim Loucks CA, and Bill Simmeth VA.



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

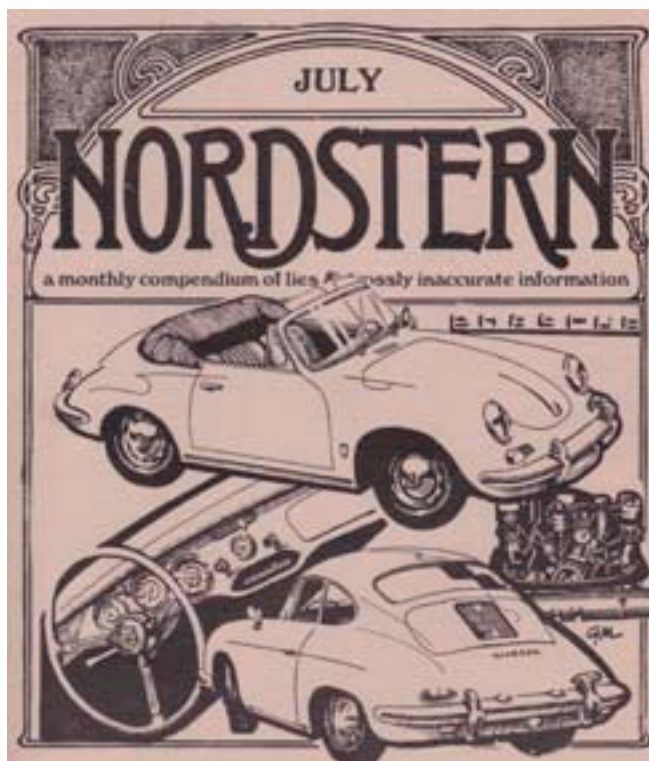


*"This series has evolved into a non-chronological review of two issues each month. The thirty + year old issues fascinate me because they are so historical and the contents describe a time way back when Nord Stern was far different but showed an intensity of interest at least as strong as the present. The newer (twenty +) year old issues have better photography and some faces we know in them too. Occasionally one issue stands out on every measure -content, creative writing, and humor. This one was wonderful so, I'll focus on it alone this month."*

-Ron Faust

## July 1980

- President **Dennis Guentzel** notes that it would be a tragedy in more ways than one if Mount St. Helens spoiled the upcoming National Parade in Portland. (Could the eruption have been that long ago?!)
- **Bill Siggelkow, Gordon Doering** and **Bill Becker** ran in a Vintage Car Race that opened the Pepsi Grand Prix at BIR, finishing 11th, 14th and 15th against the big blocks.



- **Sam Mancino** contributes a wonderful article on "The Quest for Porsche Mastery":

*"Street racing could be broken down into two categories: Roads-you-know and roads-you-didn't-know. With the roads-you-knew, the object was to go faster than you had ever gone before. With the roads-you-didn't-know the object was to go faster than any one else . . . sometimes you could combine the two categories into one transcendental experience.*

*I asked advice of all the best racers I knew. Their advice varied greatly . . . Obviously they couldn't all be right, and since averaging out their advice proved difficult, I adopted the philosophy that the last advice I heard was the most accurate: I learned well.*

*I found that company is quite important (when touring). I think that Nancy and I could tour tirelessly together for years. On the other hand, 32 hours in a Carrera with (Editor) Le Burkien seem like a punishment the Ayatullah might have handed out."*



*The Godfredson Brothers getting an interpretation of the rallye instructions from Belgarde.....*

Left, July 1980 cover is a sketch by Nord Stern member Gordon Maltby, current editor and publisher of the 356 Registry



- A Mini-Parade took place in the Brainerd Lakes Area May 30 through June 1. The glamorous Paul Bunyan Motel was the headquarters hotel, and the BIR track events were combined with a concours and a rally as well.
- At the June Business Meeting the need for having tow straps



Dan giving a helping hand...

at autocrosses was brought up; a motion to buy tow straps was approved. It was decided that there would be a tow vehicle/emergency vehicle at each BIR event, but a discussion on the use of corner workers was tabled.

- Editor **Rick Le Burkien** fills the outer back cover with a treatise on the necessity of proper music while driving (we now know it's all about the release of neurotransmitters in the brain). Half of his column is about setting his daily

commute to the flip side of the soundtrack of *The Electric Horseman* (1979). (I scoffed at this choice until I checked out the price of said soundtrack at Amazon. Rick must have been onto something, as the price of this CD, used, is "from \$109.95".)

- An even better investment would have been Frank Hunt's 1963 Carrera II Coupe with a spare 4-Cam engine listed in this issue's Marketplace.



Boone getting congratulated for making a 35 mile rallye into a 108 mile one.....



Left, A Lowered Speedster . . .

# INVITATIONAL



Thanks Rich for inviting me to the Nord Stern "INVITATIONAL". I'd like to attend but can you tell me if Godfredson is running? If he isn't I'd have a chance and would be happy to participate. The date is August 2 and 3 isn't? Let's see if I have your phone number correct in case I have to get ahold of you. 612-825-3318 or Hank at 612-435-2244. Thanks again for inviting me.

Your Friend,

*Danny*

# INVITATIONAL



Hey Rich and Hank thanks for the invitation. I owe both of you a great deal for the help in getting me where I am today. I sure owe Hank for helping me increase my driving skill and I owe Rich for helping me with my personality. You can bet I'll try to be there.

*Peter*



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Above, left: A Danny Ongais image and message used as an ad for the upcoming Invitational Autocross and another one featuring Peter Gregg (watch for your March newsletter as I'll be featuring a special photo involving Peter Gregg!) What Great Ads!

Left: We're still trying to forget the cheap cars they made for us in the '70's!

And editorial thanks and credits go to Nord Stern member, **Gayle Momchilovich** who graciously scanned all images from this '80 newsletter for Ron whose equipment may now be outdated by an OS update (I call that the 'planned obsolescence' rule fo thumb!)

# January 10 Nord Stern Business Meeting Minutes

by Michael John

## **The Meeting was called to order by President Jim Bahner.**

### **Treasurer – Jeff Bluhm**

Starting out the year in a good position.

### **Social – Carrie John**

The RSVP date is earlier than in past years, so we need people to act sooner. We will have to buy the wine and beer and bring it. People have been requested to RSVP by Jan 13<sup>th</sup>. Caterer will supply the bar tender.

### **Advertising – Jill Daneu**

No report

### **Newsletter – Christie Boeder**

No report

### **Membership – Ed Vazquez**

No report

### **Website – Bret Bailey**

Membership via PayPal is implemented.

### **Dealer Relations – Keith Fritze**

April 17<sup>th</sup> Swap Meet at Carousel

### **Tech Sessions – Keith Fritze**

Hybrid at Carousel. Maplewood will host an event to unveil the 991 on Feb 25<sup>th</sup>. A session on aligning and corner balancing a track car (Tentative date: April ??), before First Fling. Rick Moe (Nurburgring) will host a session on adjusting the valves on an air cooled 911 ( confirmed date of, see ad in newsletter, March 17th)

### **Autocross – Paul Ingebrigtsen**

New to post. We are again looking to partner with Corvette Club. Two dates available, both of them but up against other events. Looking at the June date. Track would be Dakota County Technical School.

### **Met Council – Bob Kosky**

No report

### **Charity – Keith Jones**

Not sure if we will have an auction for the Winter Party.

### **Insurance – Michelle Johnson**

Nothing new to report.

## **Track Events**

- Club Race – Roger Johnson/Ron Smith  
July 27-29
- Driver Ed – Jim O'Brien  
No report.

## **Track Relations**

Contracts are not signed. Both Brainerd and Road America are looking to raise prices.

## **Driver Ed Registration**

No report

## **Driver Training – Ron Johnson**

Members should spread the word that most any car is acceptable for Driver Training participation.

## **Drives – Mike Lancial and Randy Walker**

Events are planned, no dates set yet but one will be in May and another in August

## **Rally – Dale Trippler / Scott Welz**

Hoping to have a Rally in the North East corner. Looking to find different people to run a rally once every four years to spread the event out over the Twin Cities.

## **Concours -**

All Porsche show in Roseville - June 24th and is on the calendar.

## **Safety – Keith Erickson**

2005 is the minimum year for helmets this year. 2010 are of course good.

## **Historic Archivist – Kim Fritze**

No report

## **New Business:**

Bob Cox is proposing a Nord Stern Swap Meet at Auto Edge on May 12<sup>th</sup>. Free for venders and/or buyers. Participants are free to sell parts or vehicles. Would need a certificate of insurance.

Meeting adjourned, respectfully submitted, Michael John



# Alignment or balance?

by Pedro Bonilla, GCR PCA, published November 2010 "Die Porsche Kassette"

“I get a shimmy at speed”, or “my car pulls to the left when cruising down the road” are two of the most common complaints regarding steering wheel feedback ...

... and the question generally following is: “Should I have an alignment done, or do I need balancing?”

I will attempt to oversimplify what otherwise are complex and very precise adjustments, very important for your Porsche to perform at its best.

**Balance** - The technical definition of balance is: the uniform distribution of mass about an axis of rotation, where the center of gravity is in the same location as the center of rotation.

Because of manufacturing imperfections and/or additional requirements such as the tire's valve stem, the tire pressure monitoring system, etc., when a tire is mounted on it's wheel the combined weight distribution is not perfect. This can be corrected by the addition of small weights strategically attached to the edge or underside of the wheel. Tire balance actually encompasses balancing the tire and the wheel to which it is mounted on. Tire balancing is a necessity because an imbalance of mass will cause the wheel to wobble when the tire rotates, generating vertical or lateral vibrations which may increase with speed and which can be felt through the steering wheel.

The best way to balance tires is by dynamic balance, where tires are mounted on a rotating axle which has sensors capable of detecting small unbalanced forces on the axle. These sensors are connected to a computer which calculates the forces and taking into account the diameter and width of the tire, tells the operator how much counter weight to add and exactly where to add it on the wheel to eliminate the imbalance.

There are actually several types of imbalance that can occur:

- **Static Imbalance:** The vertical movement resulting from light or heavy wear spots on a tire.
- **Dynamic Imbalance:** Side-to-side movement resulting from unequal weigh on the sides of the tire and/or wheel.
- **Run-out Imbalance:** Excessive movement generally due to improper bead seating of the tire on the wheel.
- **Vehicle Imbalance:** Vibration due to vehicle components other than tire/wheel assembly, such as brake rotor, wheel hubs and drive lines.

Static and dynamic imbalance can be corrected with a dynamic (spin) balancer. Run-out can be corrected by properly re-mounting the tire and vehicle imbalance can be corrected by replacing or

repairing the imbalanced component.

After some miles on a new set of tires, imbalance can occur due to the loss of a counterweight or by wear spots on the tire. If you start to feel a slight vibration through the steering wheel, have your tires' balance checked.

**Alignment** - The adjustment of the angles of the wheels so that they are set to the manufacturer's specifications.

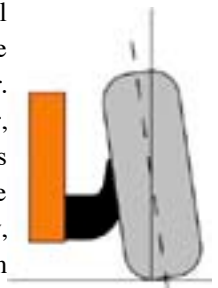
Alignment is much more complex than balancing since it involves primary and secondary wheel angles, which are obtained by adjusting several suspension parts.

The three basic alignment parameters are: Toe, Camber and Caster, but an alignment goes well beyond just these three since there are secondary angles that can be adjusted, such as SAI, Included Angle, Toe-On-Turns, Maximum Turns, Toe Curve, Track Width Difference, Wheel Base Difference, Frame Angle, Ride Height, etc.

**Toe:** is the symmetric angle that each wheel makes with the longitudinal angle of the vehicle. In other words, when the steering wheel is straight, are the tires pointing in (toe in) or out (toe out)? In a rear wheel drive car, such as a Porsche, increased front toe in provides for better straight line stability, but hampers turning response and increases tire wear. So, for DE (high speed, straight-line stability) you need a different setting than for an AX where turning response is favored over straight line stability.



**Camber:** is the angle between the vertical axis of the wheels and the vertical axis of the car, when viewed from the front or the rear. Generally Porsches have negative camber, especially on the rear wheels, which means that the inner top edge of the wheels are closer than the inner bottom edge. Generally, more negative camber improves grip when cornering but induces more tire wear on the inner edges of the tires but, on the other hand for maximum straight line acceleration, the greatest traction will be attained with zero camber angle.



Continued on page 12

NORD STERN FEBRUARY 2012



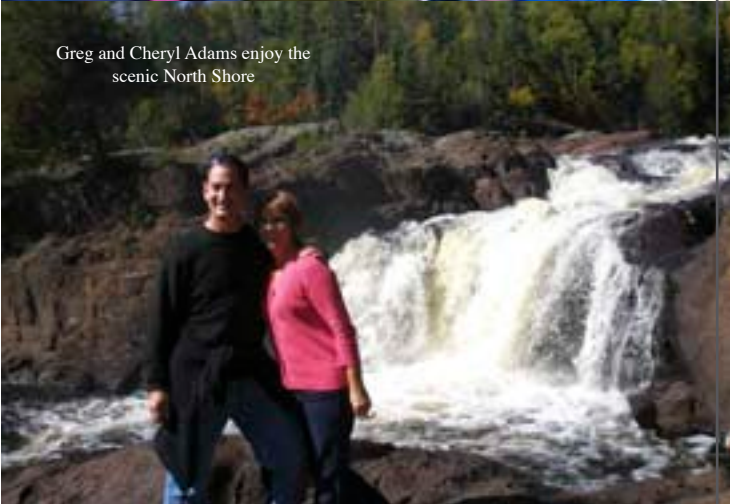
Kathy and Todd  
Smith enjoying lunch  
on the patio



And just what are Jo  
Craven, Keith Fritze,  
Dale Trippler and  
Kim Fritze up to?



Bruce Boeder catches Don Miller  
off-guard!



Greg and Cheryl Adams enjoy the  
scenic North Shore



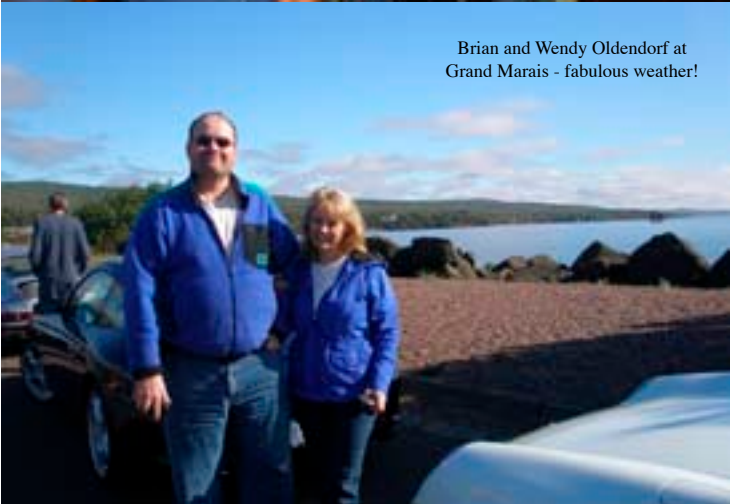
Christie Boeder  
claims this plate is  
for Bruce!



Our favorite meeting spot!



Eventmaster John Dixon and Prez  
Bret Bailey



Brian and Wendy Oldendorf at  
Grand Marais - fabulous weather!

Out and About at 2011 Fall Color Tour

photos by Jill Daneu



# Out and About at 2011 Fall Color Tour



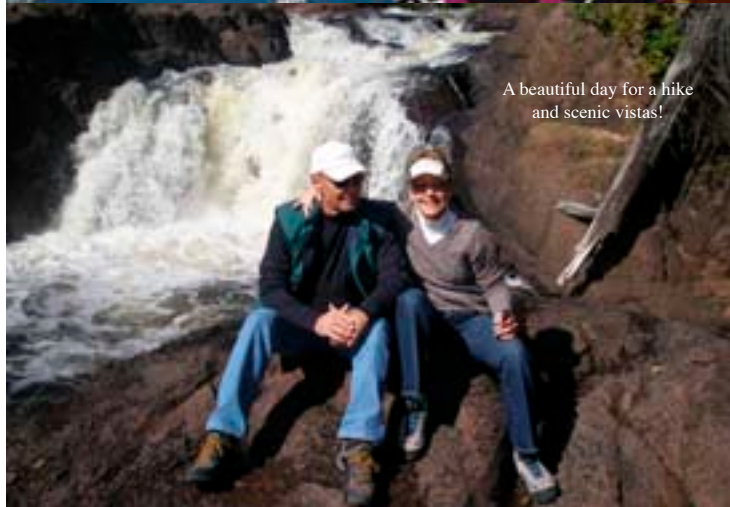
Roy Henneberger and Wendy Oldendorf look to be planning something!



Friday evening Social hosts were new members Steve and Pam Flaten



Roger Grimm of North Dakota gets to be first in line!



A beautiful day for a hike and scenic vistas!



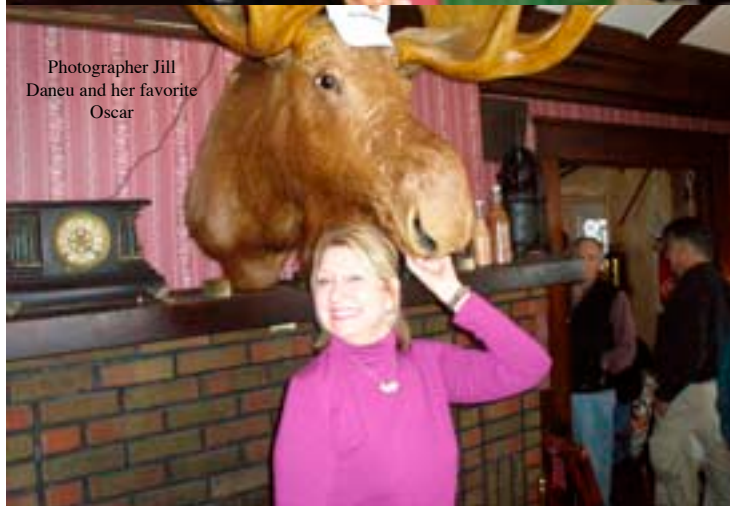
Nothing says Fall Color Tour than a line up of 40 or so Porsches . . . there is an end somewhere down the road



Fall Color Tour always begins with a well-attended Friday evening social at Bluefin Bay



The Friday night crowd mingled, munched, sipped and had a great time meeting old new friends!

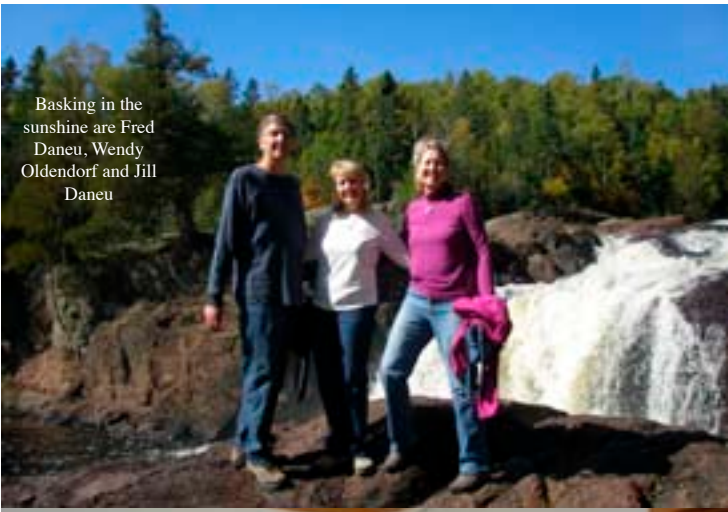


Photographer Jill Daneu and her favorite Oscar

photos by Jill Daneu



# Out and About at 2011 Fall Color Tour



Basking in the sunshine are Fred Daneu, Wendy Oldendorf and Jill Daneu



Club Race National Steward Vickie Earnshaw of Denver joins Ray Newman and Zone 10 Rep Doug Pierce



Roy Henneberger, Jo Craven and Dale Trippler just might be scheming, hmmm



Thanks go to new members Rich and Julie Sanders for setting up the Friday Social



Coming from North Dakota almost every year are: Don Lawrence, Greg Adamas, Carol Grimm, Cheryl Adams and Roger Grimm



The Lordans enjoy the hiking - along with the perfect weather



Where would we be without these two super organizers! John Dixon and Jill Daneu aka 'the JD team'



Michael, Elizabeth (Liz) and Suzanne Dixon make it a 'family affair'

photos by Jill Daneu





Great photo of  
Laura Catania and  
Bret Bailey



Dale Trippler  
wonders, hmmm,  
didn't I just have  
my hat here?



Grab a plate and  
join us!



Steve Meydell, center,  
joins in the conversation  
with John and Gail



Long-time Porsche  
club pas Wendy  
Oldendorf and Jill  
Daneu



Jenny and Allan  
Hurd



Ed Vazquez chats with  
the Ken and Miriam  
Kaufman's

## Out and About at 2011 Fall Color Tour

photos by Jill Daneu



# 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.*

## 2006 Cayman S,

Arctic Silver / Stone Gray Leather, 17,715 mi. orig owner, great condition, pampered, non smoker, always garaged, never in snow. 3M clear bra on hood, fenders, bumper and side mirrors. Floor mats, colored crest wheel caps, TPMS, clear turn signals. \$36,800. For more info contact Scott Swanson, 952-953-6222. Apple Valley, MN. forest3359@yahoo.com

## 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



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Retiring Zone 10 Rep  
Doug Pierce congratulates  
new Zone 10 Rep, Nord  
Stern's Kim Fritz!



More members just chillin'  
on Friday at the Social



Fred Daneu, Ali Vazquez, Don and Darlene Miller debate who has  
attended the most FCT's!



Congrats to the newlyweds:  
Elizabeth and Rob Welch

Out and About at 2011 Fall Color Tour



Ali Vazquez with Sherry and Randy Walker



Steve Meydell chats with  
Greg Adams from North  
Dakota



Dan Polglaze and Pam Herman - two  
who never miss the Sunday sunrise  
hike!



Chris Lordan helps on post-party  
clean up!





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