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April 2012



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Leave your name, address and both home and work phone numbers.

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**Reminder: Annual Dues are:
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number changes!!***

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Call Christie Boeder 612.845.4509.

The Prez Sez . . .

by Jim Bahner

Summer in March . . .

Thoughts of the summer season have come to mind much earlier this year with our mild winter and record warmth early in March. Our calendar chock full of events has continued these summer thoughts. We had a busy March for club activities and have more to come in April.

April 7th we have a Swap Meet at Carousel Porsche to find Porsche parts you need and sell the ones you don't. Two weeks later on April 21st we have a Do-It-Yourself alignment and corner balance session at Lon's garage for those interested in improving the handling of their Porsche. An opportunity to improve and protect the cosmetic aspects of your car will be held at Dent Kraft PDR with paintless dent repair and clear film technology on April 28th.

Our first race track event is coming up the first weekend in May. If you have NOT been to one I would encourage you to attend even if you don't plan on driving on the track yourself. There will be many friendly members to hang out with and a lot of great machinery to look at. We even have what is called a 'Taste of the Track' opportunity where for a small fee you get a ride in one of Nord Stern's excellent and experienced instructor's car, at speed. A great way to literally see and feel what it's like to drive at speed on a high speed race track! If you love cars and driving, heading up to a track event, even for half a day, will be a great experience. More details are available in this newsletter.



PCA Membership News and Discount Information . . .



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Auto Edge.....	BC
Auto Motorplex Minneapolis.....	12
Bravo.....	15
Bursch Travel	12
Car Biz Board: RaceSuitRental, Diamond Interiors, Diversified Cryogenics, Higgins Insurance, Performance Auto & Audio, Trackside Tire, Racing Products MN.com.....	9
Carousel Automobiles.....	IBC
Chateau St. Croix Winery	31
Collision Center, Inc.	37
Courtney Truck Service.....	11
Dent Kraft PDR.....	16
Imola Motorsports	IFC
Mac Tools.....	8
Maplewood Imports	IBC
Maverick Auto Sports	22
Merrill Lynch	22
Mortgage Marketing Associates.....	31
Nurburgring, Inc.....	33
Pedros Garage	22
Raymond Autobody	22
Southdale Optical	11
Structured Network Solutions	37

2012 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

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

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

Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Tom Datwyler

1999 911

Shannon Gomes

Iowa

Steven Greenstein

2003 986S

Henry Haeefe

David Knox

2006 Carrera GT

1997 911 Twin Turbo

Brent Poppenhagen

1984 928

Thomas Prezioso

2007 GT3

Todd Pushing

2008 911 Cab

James Robinson

2008 Boxster RS60

Brett Schleis

2001 911 C2

David Vandekieft

1990 911 C4

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.

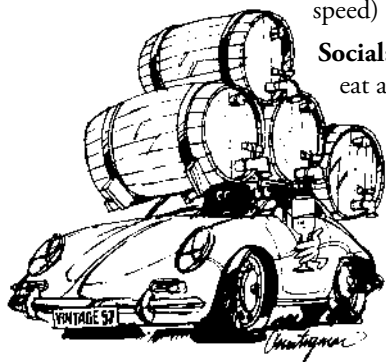
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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

We Will Miss You!

Instead of a column this month, I'd like to highlight a couple of important membership items of significant note. Since we are a region with a yearly dues requirement and now 'past our renewal' window, the following names are members who expired December 2011 (according to our records, which I will be the first to admit are not necessarily 100% accurate).

This will be the **last mailed newsletter** for the following folks. Please send in your dues (\$30 a year) to Ed Vazquez OR go online and pay via PayPal! Now available on our website, its quick and easy to keep up to date. We've gone electronic!

The dues go a long way to defray the print and mailing costs of our newsletter. Hopefully you do consider the newsletter and club membership of some benefit.

Dobratz, John
Barclift, Adolph
Blaser, Lon
Cliby, William
Commers, Timothy G
Elliott, Christopher
Enloe, John
Estee, Jeff
Higgins, Joseph P
Huberty, Daniel
Jarvinen, Aaron
Kaus, David
Kaye, Keith

Kittock, Mark & Pat
Koutlas, Loannis
Lindman, Douglas & Constance
McCall, Don
Montagne, Guy
Muir, Jon & Cathy
Newman, David M
Newman, Ray
Nyland, Michael
Prescher, Dennis M.
Rodell, Rick
Roth, Terry & Cathy
Schumacher, Mark
Sorenson, Dave

Stein, Michael & Deborah
Stowers, Patti
Tudor, Mark
Voges, Hal
Walker, Randy
Welz, Scott
Wen, Jonathan
Abbott, Joe
Abramson, Matthew
Andreasen, Karl
Andrews, James
Anthony, Jim
Asfaw, Selemon
Aumer, Patrick
Baratz, Keith & Kathleen
Benson, James
Bjornson, Brad
Blumberg, Clark
Boblit, Terry
Brown, Arin
Burkhart, John
Bursch, Fred
Church, Bob
Creevy, Mike
Doyle, Patrick
Ecker, Mike
Fundingsland, Jon & Sandra
Galey, David
Garske, Steve
Golfis, Andrew
Hepp, Dennis

Herreid, Susan
Hoel, David
Hudak, James
Jackson, Tom
Jacobs, Dave
Johnson, Ron & Michele
Kearn, David
Kelley, Joseph
Kemp, Steve
Koch, Chris
Lally, Rob
Lordan, Chris
Lundmark, Kirk
Lyons, Tom
Madson, Stu
Maitland, Bill & Kristi
Marcantonio, Rick
Mayer, Brian
McCarthy, Jr., John
Meyer, Jess
Michels, Todd
Miller, Matthew
Murphy, Daniel J.
Netsch, Mark
O'Keefe, John
Okner, Tom
Ostlund, Bob
Phillips, Jack
Pladson, Mark & Janet
Pletcher, Wayne
Popp, Denny
Quickel, Robert
Richman, Mark

Sadlo, Chris
Sarenpa, Roger
Schneegans, Klaus
Schneider, Brett
Sharples, Geoff
Skeie, Philip
Staubly, Mark
Stebbins, William & Deanna
Stensrud, Kevin
Stewart, Micheal
Stolz, Timothy
Suarez, Larry
Tanler, Richard
Termin, Paul
Thompson, Duane
Thuente, Tom
Tietel, Mike & Nicole
Trifunov, S. & L.
Turner, Jim
Vreeland, Mark
Warford Jr., John H
Watson, Jonathan
Yerigan, Erik
Tuomi, Jack

Maplewood Imports
2780 Hwy. 61, Maplewood, MN 651-483-2681
Auto Fair 2012
Bring your classic for display

- Porsche
- Audi
- Mercedes

May 6
Brats, hot dogs, drinks, prizes, awards.
Parts Department Specials
See all the latest models
Car registration, \$20. All proceeds benefit Children's Cancer Research Fund.

Nord Stern's Loss

I regret to report that Bob Youngdahl, a long time local vintage racer who among other interesting cars raced a wonderful Elva Porsche, has passed away in Florida.

Reportedly a cable slipped on the large rear trailer door on his stacker trailer and the door hit him when he returned to his shop from a vintage race weekend and started unloading.

Although Bob only raced with PCA Club Racing once at Brainerd several years ago, he made a mark in the program with his enthusiasm, sportsmanship and smile. Susan Shire, the PCA club racing administrator, still talks about how much fun it was to talk to Bob from the first time she had the "licensing chat" with Bob, which she has with all PCA club racing license applicants. Bob also showed his Elva Porsche at our concours several times and was always a fun to talk to at all gatherings of car people.

An enthusiast and a true gentleman, on and off the track.

—Bruce Boeder

Terrible news. I remember seeing Bob at BIR a few years ago in the Elva. What a treat to watch.

I found this video/montage of him - more folks may recognize his face than his name.

<http://www.youtube.com/watch?v=INsstiPyNL8>

— Andy Busche

Maplewood Tech Session

Thanks to Maplewood Imports this morn. Just a beautiful car! Monday morning I'm asking the boss for a raise!

— Michael Grabner

S

W

A

P

All-Porsche, All Years
All Models






All Invited!

Meet

Carousel Porsche

Saturday, April 7th


Vendors: Set-up 7 am (\$20/table in advance)
Shoppers: Doors open 8 am. FREE!

Vendors, reserve your table for \$20 by sending a check to "Nord Stern Region" to:
Mark Bouljon
Carousel Porsche Parts
9191 Wayzata Blvd.
Golden Valley, MN 55426

Info: Call Mark Bouljon,
763-744-9170 days



All proceeds to Courage Center programs. Donated items will be on sale for this worthy cause. Sponsored by Nord Stern Region PCA








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2012 Calendar . . .

<i>April</i>	<i>2012</i>	<i>July</i>	<i>2012</i>
7	Swap meet at Carousel Porsche Eventmaster: Mark Bouljon, Carousel Porsche 8:00 am	9-10	Nord Stern Driver Ed at Road America Elkhart Lake, WI
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.	27-29	Nord Stern's Annual Driver Ed and Club Race Brainerd International Raceway Driver Ed Eventmaster: Ron Johnson, porsche freak@earthlink.com Club Race Chair: Roger Johnson and Ron Smith
28	NEW! Tech Session at Dent Kraft 9:00 a.m. - 11:30 a.m. 15736 Wayzata Blvd, Wayzata Eventmaster: Keith Fritze	August 2012	
<i>May</i>	<i>2012</i>	11	Annual Summer Drive: Vino in the Valley Eventmaster: Randy Walker
4	Nord Stern First Fling Driver Training Brainerd International Raceway Eventmaster: Ron Johnson, porsche freak@earthlink.com	September	<i>2012</i>
5-6	Nord Stern First Fling Driver Education Brainerd International Raceway Eventmaster: Ron Johnson, porsche freak@earthlink.com	3	Annual Rochester Labor Day Porsche Picnic Eventmaster: Jeff Boehm. jeffandbj@gmail.com
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	21	Nord Stern Driver Training Brainerd International Raceway Eventmaster : Ron Johnson
12	Swap Meet at Auto Edge 8:30 am (sellers setup 7 am) Eventmaster: Bob Cox, 651.762.2831 or email at: bdcox42@gmail.com No Vendor charge, Porsche parts and Porsche cars	22-23	Nord Stern 'Final Fling' Driver Education Brainerd International Raceway Eventmaster: Doug Anderson
26	Spring Drive Eventmaster, Michael Lancial	28-30	20th Annual Nord Stern Fall Color Tour! Bluefin Bay, Tofte, MN Eventmaster: John Dixon, eyerack@tcq.net
<i>June</i>	<i>2012</i>	October	<i>2012</i>
24	All Porsche Show Roseville's Rosefest - Century Park, Eventmaster: Phil Saari	20	Octoberfest/Annual German Carfest Details TBA
24	Dakota Autocross Location: Dakota County Vo-Tech Co-hosted with Corvette Club Eventmaster: Paul Ingebrigtsen, pingebrigtsen@hotmail.com More Details in upcoming issues	November	<i>2012</i>
		11	Annual Old Log Outing, Details TBA
		<p>"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, Mpls, 612.332.2686 http://clubjager.com/</p>	
			<p>April 19 May 17 June 21 July 19 August 16 September 20 October 18 November 15 December 20</p>

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Letters to the Editor . . .

continued from page 8

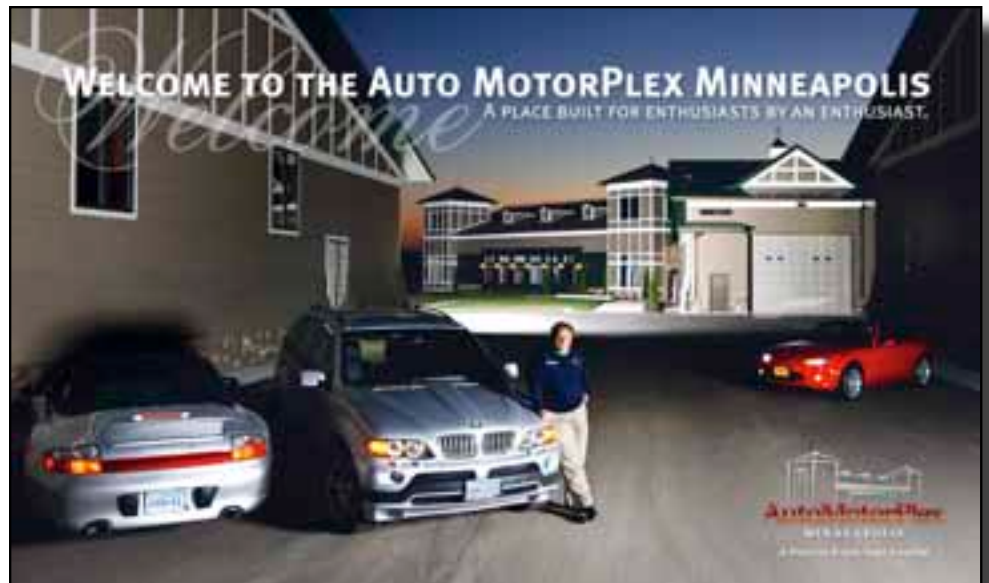
Yes! It is a very nice car. Not sure a raise is going cover it, though!

– Rob Allen

Yes, A BIG thanks to Maplewood and Nord Stern for hosting this event and for George Andeweb and crew for a very informative showing. I love the new car and can't wait to drive it someday. It looks HUGE compared to the old Carrera's and 911's, 25 to 45 years ago.

Production by Porsche's estimates: 70% PDK and 30% stick ? WOW!!! Won't be getting rid of any of my manual vintage aircoolers to upgrade . . . but the lure of that 7 speed manual will be lurking in mycranium.

Quite surprised at the very well packaged content of Sport Equipment that comes on the S. Also the nicely optioned 20's that are standard on the S.



BUT, I don't want to think of the second mortgage it will take to replace that rubber. . .

– Don Lawrence



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 **Rochester Labor Day** 

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Contact Jeff Boehm at jeffandbj@gmail.com or
507-261-9407 for details



Nord Stern February 21, 2012 Meeting Minutes

Meeting called to order by President Jim Bahner

Treasurer – Jeff Bluhm

Starting out the year in a good position.

Social – Carrie John

No report.

Advertising Jill Daneu

New advertiser and member online

Newsletter – Christie Boeder

March issue sent to printer

Membership – Ed Vazquez

Nothing new to report other than Ed Vazquez says some people are renewing via PayPal.

Tech Sessions – Keith Fritze

991 at Maplewood

Autocross – Paul Ingebretson

Getting information from Harvey. June 24th at Dakota County Technical College. 100 car limit. Registration opens 30 days in advance. Do not have to be a Nord Stern member to participate.

Met Council – Bob Kosky

No report

Charity – Keith Jones

Nothing to report for charity this month beyond we will have a charity table at the April 7th swap meet. Keith will have a table at the Carousel Swap meet (April 7th).

Insurance – Michelle Johnson

Working on insurance for upcoming events

Shop Relations – Keith Fritze / Michael John

Maplewood Imports event is set for next Saturday. Need waivers for event at Nurburgring (Adjusting the valves on your air cooled Porsche). Two swap meets are planned for this spring. One at Carousel and a second at Auto Edge.

Concours – Phil Sarri

All Porsche show in Roseville - June 24th

We are exploring to perhaps add a Poster Show, featuring a certain model(s) or years of Porsche cars and we are open to ideas too. I am leaving this week for a month or so and cannot attend the meeting but will have email so direct any ideas to me. I will be providing Christie information for the newsletter later.

Track Events

Club Race – Roger Johnson

July 27 - 29, Sending in application form for Susan Shire.

David Murray will be at the club race. He will be available for personal instruction for up to 4 drivers (2 per day).

DE – Jim O'Brien

I just heard from Ron and he will be event master for First Fling and the Club Race weekends.

Track Relations

Road America contract – BIR in process

DE Registration – Dave Anderson

Opening up club registration this weekend

Taste of the Track – Lydia Meyer

No report

Driver Training – Ron Johnson

Will be attending both of the New Member socials

Drives – Mike Lancial

The spring drive (May 26) will start and end at AutoMotorPlex if the lunch issue can be worked out. I set up the registration on Clubregistration.net and will open registration soon. Probably when the March issue goes on line.

Rally – Dale Trippler / Lon Tusler

Close to assigning the NE Quadrant Sub Chair for the 2012 Rally. Rally Master is working out details. Leaning towards a September/October timeframe to tie in with an Oktoberfest theme.

Safety – Keith Erickson

2005 is the minimum year for helmets this year. 2010 are good. I may also have a pre-printed document ready for the newbies for reference on all our rules. As I copied you, we are good for First and Last Fling on corners and race control, Roger is asking Jolene to head up the Club Race weekend.

Historic Archivist – Kim Fritze

No report

New Business

You can sync your smart phone to the official Nord Stern calendar. Instructions at www.nordstern.org

Need to advertise the swap meets on Craigslist

New badges are ready, will ship soon.

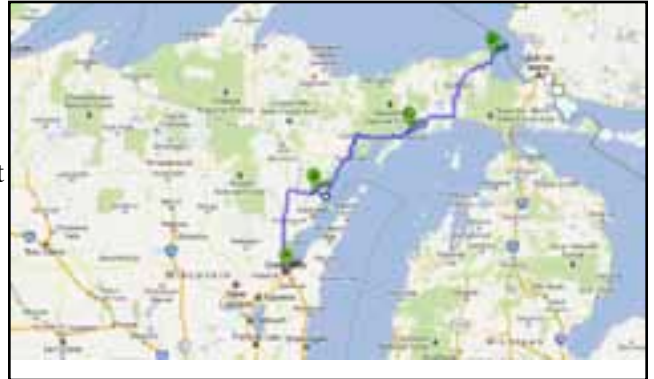
Discuss frequency of email blasts. Are they coming too often/not often enough.

Respectfully Submitted

Michael John, Secretary

Travel with the Fox Valley Region to Paradise!
September 14-16, 2012

Mark your calendar for September 14 - 16, 2012 and our 13th annual fall tour. The trip is already planned and motel rooms are open for reservations. Departing mid-morning on Friday, 9/14 from Green Bay, we will trek northward at the Econo Lodge in Manistique, MI, where we will stay both Friday and Saturday nights. You may also meet us Friday evening in Manistique. We have a special offer of \$65 per night for any room at the motel. All 31 rooms are reserved for our club until August 13. Room reservations are first come, first reserved. You must call the motel directly at 1-906-341-6014, and ask for Al or Pat (managers). Tell them it is for the "Fox Valley Porsche Club" to get the greatly discounted rate. Once



you reserve a room, please let Laura Prellwitz know so the number of rooms available can be updated.

The tour will include many options, side trips, down time, or long-distance driving, depending on your preferences.

Some of our stops will be the DeYoung Family Zoo, Tahquamenon Falls, Great Lakes Shipwreck Museum, and a lighthouse tour. Reserve your room now! If you would like specific details about the tour, please contact Laura Prellwitz, lprellwitz@att.net. We would like to fill the motel parking lot with Porsches only, so please join us for this scenic weekend of driving and fellowship. Yes, there really is Paradise (MI)! We may be joined by a couple of members from PCA National as well.

***All members invited to learn more about
the fine art of dent removal options! See you there . . .***

Saturday, April 28

NEW! Tech Session at Dent Kraft PDR

9:30 - 11:30 a.m.

15736 Wayzata Blvd

Wayzata, MN

Eventmaster: Keith Fritze

Questions? Call Keith at 612.275.3123

or email keith@curtissd.com

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9:30-11:30**



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On the Road Repairs . . .

test and photos by Steve Thompson

At the PCA Escape last fall, I discovered that one of my headlights was out. We were in the middle of a drive to Montezuma's Castle south of Flagstaff, Arizona when I made the discovery. I continued with the drive until we got to the lunch stop and shopping opportunity in Sedona a little after noon. After a quick meal, I headed back to the motel. I knew that the drive back to Minnesota would entail a lot of night time driving and I really didn't like the prospect of driving through the very wide open and very dark spaces of New Mexico and Texas with a headlight out. In addition to the safety concerns of driving with only one light, there was also the issue of providing one more opportunity for a conversation with a trooper. Definitely something worth avoiding.

I was hoping that I could get it replaced before I left for home the next day but since it was Friday, I wasn't very hopeful. I



wasn't sure how many people in Flagstaff could do the job at all. Back at the motel, I checked my Escape kit knowing that any shop that could help me would be listed.

There were two, but one was in Phoenix - not very helpful. That left Kurt Donohoe's Porscheteknik, a one man operation specializing in 356's and early 911's and 930's. Certainly not encouraging for someone looking for a part for a Boxster, but there was no alternative and I had nothing to lose, so I called the number.

Kurt answered the phone with an unexpected heavy German accent. I told him that I was in town for the Escape and needed to replace a headlight bulb in a 2000 Boxster. He said he mostly worked on older cars, but he could probably help.

"Let me see if I have dze bulb you need," he said. "Vun moment."

"Okay. Dze computer says I have vun left, but zometimes when it says I still have vun, I don't. I will go check and call you back."

A few minutes later, he called back. "I have vun. Are you at dze hotel?"

I said I was and got ready to write down the directions to his place. "I vill be zere in vun hour," he said.

So, he's going to do the job in the parking lot. Maybe, I thought, this is going to be simpler than I feared. (Okay, you own a Porsche. You know that there are no simple repairs. Still, if it can be done in parking lot, how difficult can it be?)

It was now approaching 3:30 p.m. and I was feeling very fortunate to be able to get the headlight fixed. Kurt arrived about

forty-five minutes later. He introduced himself. Because of the accent, I had expected Kurt to be an older person, probably in his 60's. He actually appeared to be not much over 40, if that. I showed him the car and pointed out the faulty headlight. He went right to work, which involved lying down on the parking lot pavement and reaching up under the fender. Okay, this wasn't going to be quite so simple. (But you knew that.)



It took a while, but he finally got the panel removed. But there was still more to be done in the wheel well. By now I was thinking that this would have been much easier on a rack, or even with the front wheels on a ramp. I almost suggested jacking the car up and removing the tire and rim. But I thought better of it. After all, he was the expert and the working conditions didn't seem to be bothering him.



Continued on page 19

NORD STERN APRIL 2012

2012 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Drivers License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights _____		Tires/Wear _____		Steering/Play _____	
Front Signals _____		Wheel Bearings _____		Brake Pedal/Firm _____	
Rear Signals _____		Rotors/Scored/Cracked _____		Seat Belts/Anchors _____	
Tail Lights _____		Brake Fluid/Full/Clean _____		Helmet Snell 2005/Better _____	
Brake Lights _____		Brake Lines _____			

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks _____		Fan Belts/Cracks/Tight _____		Spare Tire/Secure _____	
Susp. Travel/Noise _____		Fuel or Oil Leak _____		Battery/Secure _____	
Susp. Mounts/Rust _____		Hoses, Wiring/Secure _____		Windshield Wipers _____	
Tie Rods/Tight _____		Transmission/Leaks _____		Roll Bar 1" above occpts. _____	
Ball Joints/Tight _____		Throttle Return _____		head/s for Open cars _____	
Engine Mounts/Cracks _____		CV Joints/Tight/Dry _____		Equivalent Restraints _____	

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: <http://www.nordstern.org/TechShops.asp>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____

But after a while he seemed to get perplexed, although not perturbed. I started to get a little uneasy about the prospects for a successful repair. Eventually he pulled out his cell phone and made a call. I didn't know whether this was good or bad. I was starting to get really worried.

After a short conversation, he asked me to open the front trunk. He pulled back the fender liner and undid a bolt or some other fastener. He then unplugged some wires and, with a bit of effort, removed the headlight assembly. He looked at me and commented that it was good to have friends who understand these modern cars.

I had guessed from the outset that he would need to access



the headlight assembly and possibly need to remove it. But I had not imagined the difficulty of doing that, even in a parking lot. And I certainly had not imagined that the assembly would almost be the size of a golf bag. Looking at it, it was hard to believe that it actually fit in the fender.

Kurt quickly removed the offending bulb and inserted the new one. He put the assembly back in place and plugged it in. I then

turned the switch and the headlight it up. Kurt smiled and began the process of putting everything back together. It went quickly.

When he finished, I asked how much I owed him. Under other circumstances, I would have been bracing myself for the probable response. But I felt so fortunate to have gotten the light replaced before I set out cross country that I would have gladly paid almost any amount.

"Vell," he said, "the bulb costs about \$35, so let's just call it that."

I looked at him for a moment, wondering how he made a living. After all, he just spent an hour on the job, most of it lying on the parking lot under the fender of the car. I reached



into my wallet and pulled out two of the largest bills I had and handed them to him as I thanked him.

I realize that it is possible that Kurt was being clever, and actually ended up getting more than he thought he could reasonably have asked for. No matter. I gave him less than I would have willingly paid. So we're both happy.

As you might imagine, a few people had

gathered around while Kurt was working. They seemed as bemused as I was that Kurt was working on (and under) the car in a hotel parking lot. When Kurt was through, one of them asked hopefully whether Kurt knew anything about air conditioning fans. Kurt asked what kind of car it was.

"A '73 911," was the response.

Kurt's eyes lit up as he said "let's take a look" and headed off with his new customer.



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Speed Doesn't Kill . . .

by Pedro Bonila, published in the January 2011 "Die Porsche Kassette"

. . . It's the sudden deceleration that does.

And that's precisely why, first the seat belts and then the airbags were introduced as safety features in automobiles.

In general, most humans can just barely survive a sudden deceleration of 40G.

In a typical frontal crash at a speed of 60 mph, the driver and passengers can probably survive if they are using restraint systems such as safety belts and their car is equipped with airbags.

Part of the reason that the passengers can survive is also due to the car's safety design. All modern cars, Porsches included, take into consideration when designing the vehicle, safety crush zones to further reduce the "sudden stop" of the passengers in a frontal crash.



The first safety restraint system was the seat belt which was patented by Edward Claghorn in 1885. They were offered as optional equipment by Nash in 1949 and Ford in 1955, but it was Saab that first introduced them as standard equipment in 1958.

Because of the low usage of the by then standard seat belts in the 70s, auto manufacturers decided to develop the Supplemental Restraint System (SRS) also known as the Airbag.

In 1980, Mercedes-Benz introduced the airbag (which they had patented in 1971) on their high-end S class.

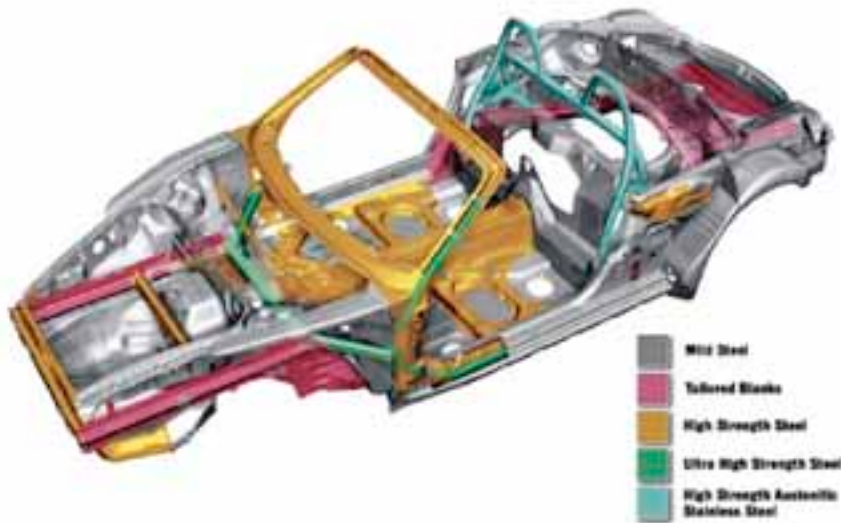
In 1987 Porsche introduced the first automobile in the world to have as standard equipment driver and passenger airbags. That car was the 944 Turbo. The 944 and 944 S offered them as optional equipment that same year.

By 1998 the National Highway Traffic Safety Administration (NHTSA) mandated as standard equipment dual frontal airbags.

Today, the technology has evolved to also include side impact airbags to further protect the vehicle's occupants.

According to the NHTSA, in 2009, in the US alone, 15,403 lives were saved by the use of Child Restraints, Seat Belts and Airbags.

Because of the still low utilization of the safety belts by drivers and passengers in the US, airbags fitted in cars registered in the US have to trigger much more forcefully than airbags for the rest of the world. This created uneasiness by some and today many of our modern cars now use electronic controllers that can recognize if the safety belts are being used or not by the passengers and



By the act of the car's crushing, the passengers are slowed down by 4 feet (that's how much the car shrinks by the impact) and the airbags will slow down the passengers another 18 inches.

Federal Frontal-Impact Standards now call for a maximum of 60 Gs on the chest of the crash dummy, for 35 milliseconds.

To give you an idea of what 60 Gs is, it's the equivalent of stopping from 30 mph in less than 1 foot. If the person involved in this sudden deceleration normally weighs 200 lb, during this sudden stop his body will weigh 12,000 lbs (6 tons) and his head, which normally weighs around 10 lbs will briefly weigh 600 lbs.



According to the NHTSA, in 2009, in the US alone, 15,403 lives were saved by the use of Child Restraints, Seat Belts and Airbags.

alter the airbag's deployment parameters in accordance to further increase the passenger's survivability in a crash.

Make sure your car's SRS (Airbag) is working properly.

Check that the Airbag light first comes on when you turn the ignition, but then shuts off after the engine is running.

If it stays on there is an issue with the system which should be checked.

If it doesn't light up at all, the bulb may be burnt. Have it checked as well.

So buckle up and Happy Porsche-ing,

State	Lives Saved by Child Restraints, Age 4 and Younger	Lives Saved by Seat Belts, Age 5 and Older	Lives Saved by Frontal Air Bags, Age 13 and Older	Lives Saved by Motorcycle Helmets, All Ages	Additional Lives Saveable at 100 Percent Restraint Use	
	Seat Belts	Motorcycle Helmets				
Alabama	9	307	69	40	82	3
Alaska	1	36	4	3	7	1
Arizona	11	217	44	32	91	25
Arkansas	3	212	40	18	129	14
California	31	1365	179	208	147	17
Colorado	9	163	31	16	68	23
Connecticut	0	77	17	10	24	10
Delaware	1	46	8	3	13	3
DC	0	4	1	1	9	1
Florida	20	728	182	118	286	80
Georgia	11	476	94	79	120	4
Hawaii	1	17	5	8	2	8
Idaho	1	80	14	9	40	7
Illinois	11	266	88	14	86	40
Indiana	9	305	51	13	60	20
Iowa	5	188	37	9	27	16
Kansas	8	128	31	9	75	12
Kentucky	9	315	64	21	136	18
Louisiana	6	256	42	46	101	9
Maine	1	70	13	3	25	7
Maryland	0	257	38	26	30	4
Massachusetts	1	81	24	28	52	3
Michigan	3	367	58	58	23	4
Minnesota	8	174	31	7	38	15
Mississippi	5	215	64	24	134	2
Missouri	5	268	70	38	161	8
Montana	1	74	16	4	38	7
Nebraska	1	75	18	6	32	2
Nevada	4	80	14	24	18	1
New Hampshire	1	36	9	5	26	5
New Jersey	0	190	38	30	31	5
New Mexico	3	173	25	1	38	15
New York	8	486	88	79	101	8
North Carolina	19	586	86	83	125	6
North Dakota	2	55	12	9	25	3
Ohio	11	325	78	31	118	48
Oklahoma	11	267	54	17	108	30
Oregon	1	195	33	27	15	3
Pennsylvania	7	454	83	58	120	40
Rhode Island	0	11	5	4	10	5
South Carolina	5	314	68	15	138	21
South Dakota	1	38	11	1	28	5
Tennessee	8	391	75	37	152	9
Texas	41	1400	220	88	222	104
Utah	2	107	17	7	31	7
Vermont	1	25	7	4	8	1
Virginia	10	290	58	42	119	2
Washington	4	213	38	36	21	3
West Virginia	2	136	28	12	44	2
Wisconsin	3	188	44	16	110	21
Wyoming	1	45	10	2	38	4
Nation*	308	12,713	2,341	1,483	3,888	737
Puerto Rico	0	65	15	10	12	14

*Estimates for States may not add up to national total due to independent rounding

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Sunday, June 24, 2012

10 am to 2 pm

Central Park East in Roseville

**“Vintage Porsche History in Posters”
with the
“Porsche Turbo as the Featured Model”**

By Phil Saari Eventmaster

The All Porsche Show sponsored by the Nord Stern Region of PCA has become one of those annual 'not to be missed' car gatherings!

The largest gathering of Porsche automobiles in the upper Midwest provides both Porsche owners and enthusiasts with a memorable experience. Held at the same location as 2011, Central Park East is located one mile north of Highway 36 off the Dale Street exit.

The All Porsche Show invites owners of all years and models of Porsches to come and display their vehicle. In addition to the car display, Ron Faust and Mark Bouljon will coordinate an array of fabulous factory-issued posters. Close to 80 posters dating from 1960 - 1988 feature technology, series winners, Porsche cup winners and more. The posters chosen focus on the Strenger designs along with images very well known, or rarely seen. What a rare treat for all attendees!

The Porsche Turbo will be the featured model. All years and all models of Turbos and Twin Turbos right up to the present are invited and encouraged to participate.

The All Porsche Show can be an outing for the whole family as Roseville's Central Park has large play fields and playground equipment. There will be a food and beverage vendor on site as well.

Courage Center is again Nord Stern's designated charity this year. A \$20 donation per car entering the Show will be appreciated. All proceeds go directly to Courage Center.

Nord Stern has donated nearly \$500,000 over the years to Courage Center, a non-profit whose mission is to help people with disabilities.

So bring your Porsche and encourage others to do so as well - no one will be disappointed! This is a rain or shine event. See you there!



Car # Assignments . . . And How To Request A Change

by by Keith Fritze, Registrar

With the 2012 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Each year, unused numbers can be returned to the pool for re-allocation based on the policies and procedures listed below.

Please help to keep this data set up to date. If you have an existing number, please review the attached list for accuracy. If a number is assigned to you that you are no longer using, please let the Registrar know.

Procedures to obtain and maintain a car number assigned to a driver:

- Drivers must have registered for a DE event in the previous 3 years. Unused numbers are released for reassignment.
- New drivers will automatically be assigned a 3-digit number when they register for their first event. This number can be exchanged for an unused number the next year following the normal allocation process.

- Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline set by the Registrar each spring.
- Duplicate number requests will be resolved by seniority based upon the number of years each member has been in the Club.
- Drivers will be notified of their number assignment by email or phone shortly after all requests have been processed.
-

Questions about car numbers and their assignments should be directed to the DE Registrar:

Keith Fritze

Phone: 612-275-4891

Email: nsrfritze@yahoo.com

Requests for new numbers for the upcoming season should be postmarked no later than April 15th. If you are sharing your car, you need to fill out a form for each driver. Please select three (3) numbers, listing them by preference.

Car Number Change Request Form

Send Requests To: Keith Fritze, Registrar Attn: Nord Stern 13884 52nd Ave N Minneapolis, MN 55446- 1629	Current Car:	Choice #1:	Choice #2:	Choice #3:
	Driver Name:			
	e-mail:		Phone:	

Active Driver Education Car Numbers

0	Kreck	John	38	Anderson	Cliff	135	Cirillo	Susan	295	Johnson	Michelle
0	Ritter	John	42	Sherf	Steve	138	Hall	Loran	303	Ivey	Shannon
0	Wakeham	Ryan	44	Tripet	Edward	140	Ingebrigtsen	Paul	306	Afable	Pedro
1	Small	Andrew	45	Yee	Gary	143	Houston	Bob	311	Sorenson	Dave
1	Wise	Steven	46	Viau	Robert	146	Viau	Bob, Jr.	313	Hantelman	Paul
1	Binek	Paul	47	Faust	Ron	148	Farrow	Doug	317	Holm	Chris
2	Johnson	Roger	47	Harlow	Jt	151	Knettel	Todd	318	Belak	Tony
3	Boeder	Bruce	48	Merriman		154	Smillie	Brian	326	Anderson	Keith
3	Eskuche	Peter		Ben & Alane		158	George	Peter	327	Anderson	Susan
4	White	Phil	49	Hoke	Michael	160	Polk	Rick	331	Weelborg	Richard
4	Carpenter	Anysia	51	Jacobsohn	Lee	166	Renwick	Eleanor	356	Hancock	Phil
4	Thai	Paul	55	Johnson	Bob	171	Sabers	Steve	395	Kedrowski	Mark
5	Reeder	Guy	56	Henneberger	Roy	174	Hayman	Randy	425	Blackburn	John
6	Anderson	Keith	57	Sabers	Mike	176	Sabers	Mike	437	Indivona	Anthony
7	Galey	Dave	58	Benson	Jim	180	Clark	Garfield	438	Jacobberger	Fred
7	Leslie	Tyler	66	Holton	James	186	Vickery	Teresa	442	Valone	Randy
8	Fleming	Bob	66	Christianson	Reed	188	Carideo	Tony	443	Brown	Arin
8	Robertson	Paul	68	Carlsson	Hakan	190	McNeil	Ken	444	Abramson	Matt
9	Leslie	Jim	71	Glodowski	Dave	191	Connors	Tim	454	Kriesch	Mark
9	Gaspar	Gary	74	Perl	John II	192	Klatzky	Howard	471	Benson	Jim
10	Moe	Rick	78	Carlsson	Magnus	193	Corcoran	Bill	491	Hoke	Mathew
10	Dobratz	John	82	Bailey	Bret	194	Klatzky	Andy	492	Fritze	Keith
11	Seubert	Jim	84	Robertson	Scott	195	Johnson	Ron	493	Fritze	Kim
13	Smith	Chip	88	LaVerdiere	Rick	200	Reader	Nathan	511	Muldowney	Daniel
13	Rosinsky	David	89	Breakey	Jim	201	Meyer	AJ	640	Newport	Billy
14	Sasso	Richard	89	Stephens	Ralph	202	Dekutoski	Mark	662	Woods	Ron
16	Arhart	Jim	94	Bryant	Jim	206	Trippler	Dale	663	Crosbie	Steve
17	Beatty	Jon	96	Eigenmann	Pius	214	Warford, Sr.	John	671	Christopherson	Cary
17	Rost	Kevin	98	Summers	Nick	217	John	Michael	689	Brennan	Karen
18	Miller	Jim	98	Willfong	Jerry	219	Viau	Pam	690	Meyer	Jess
19	Koch	Chris	99	Lano	Brad	221	Scovanner	Tim	710	McCarthy	John
19	Wakeham	Ryan	101	Meyer	Rick	223	Bahner	James	711	Doering	Gordon
20	Dvorak	Chris	102	Anderson	Doug	227	Scovanner	Doug	713	Afable	Pedro
21	Pfister	Joel	104	Anderson	David	231	Dagenais	Rick	715	Taverna	Gary
21	Finke	Peter	106	Leslie	Jim	240	O'Brien	James	717	Cooper	Michael
21	Vickery Pfister		110	Hanson	Brian	242	De Jesus	Byron	719	Schumacher	Mark
	Teresa		111	Baron	Brad	247	Dixon	John	741	Coin	Tasso
22	McGlynn	Tom	111	Connors	Tim	249	Kaye	Marty	741	Langren	Mark
23	Roberts	Dave	112	Newman	Ray	251	Montagne	Guy	744	Siegler II	Michael
24	Clark	Matt	117	Sams	Doug	252	Gustafson	Mark	747	Muir	John
25	Bahner	Jim	120	Senn	Fred	252	Olsen	Ken	756	Powless	Steve
27	Erickson	Keith	122	Orr	Chris	258	George	Peter	766	Macfarlane	Ron
31	Boeder	Christie	122	Senn	Fred	259	Dodson	Darryll	774	Coin	Tasso
33	Kosky	Robert	124	Kuhne	Scott	274	Miller	Mathew	776	Vasilakes	Lloyd
34	Weiner	Alan	131	Courtney	Mike	277	Robideau	Harvey	777	Kessler	Donlee
35	Cirillo	Nick	132	Golfis	Andrew	278	Bredahl	Michael	808	Merriman	
36	Barker	Bob	133	Elliot	Chris	285	Pladson	Mark		Ben & Alane	

Continued on page 26

Car Numbers

continued from page 25

809	Termin	Paul	By no means a complete list but if a member is actively utilizing a car number for Driver's Ed (and/or Club Racing) that's not listed above, please let Keith Fritze know. Your friendly Editor created the list from data provided that goes back to 2007. And will readily admit this list is probably not comprehensive. Corrections and additions welcome!
814	Warford, Jr	John	
824	Puffer	Pete	
865	Larson	Glen	
892	Smith	Greg	
901	Allen	Robert	
912	Shimek	John	
918	Tribuno	Peter	
922	Meydell	Stephan	
924	Webber	Brian	
925	Andreasen	Karl	
944	Cyr	Kevin	
945	Rempfer	Tom	
987	Hoegland	Cory	
993	Berard	Bill	
996	Tusler	Lon	
051	Grothe	Rick	



Carmudgeon Chronicles . . . Reflections

by Ken Kamstra

“Winter is a time for reflection”. That’s the word among us car-crazed as we wait for spring. Maybe you are one of them. I am. I have been reflecting on the joys of “auto erotic dependency” (see my book) for more than 50 years.

My conclusion: **we are all blessed by our obsession with cars. Even more blessed by the great people who share our passion.**

Just bombing around back roads and trying to stay out of trouble with the law is fun, but “join a club to do it right” I said to myself. So I became a member of the Nord Stern Porsche Club.

I started my learning process in my brand new 356B Porsche. A 1960 red ragtop. New cost about \$3,700. I really couldn’t afford it and it had to suffer the indignity of sitting outdoors year around. That was my trade off with wife, Marion, who insisted on keeping our one-car garage for the “family car”.

But I was now a real Porsche guy and a member of Nord Stern. They hustled me off to Brainerd’s Donneybrook Race Track for some serious driver training. You’ve probably been through it. Today it’s the Brainerd International Raceway but the drill is the same.

First you walk the track; all three miles and ten turns of it. And you pay attention while the pro instructs you on the intricacies of staying alive while impressing your friends.

Then comes the scary part. Your instructor takes you around the track at throttle. Straights are good for 200 mph. My 356 is only good for 100.

“Maybe I’ll just stick to back road rallies , I tell myself. The club has plenty of those plus autocross events, parties, shows and more.

And if one car club is fun wouldn’t more clubs be even more fun. “Yes!” I said. as I joined the BMW, Mercedes and Ferrari clubs.

It was a car show that brought my daughter, Angela, together with John Jacobson. They’ve been married 8 years. Is he a car guy? I just play with cars; John restores them. Brings them back to life so beautifully that one is even in a museum.

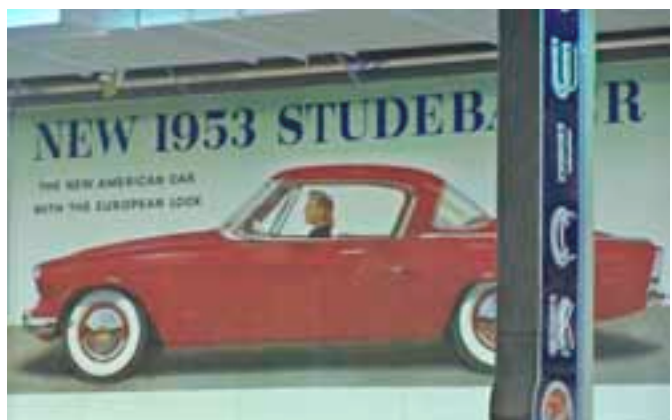
Every now and then I think about what life would be like if John had been an auto immune guy. What would we talk about?

I started this column about my first Porsche. I close with my last – as promised to Marion – the Porsche Panamera. It cost more than our first two houses but boy do those 400 horses sound great! It goes like hell all the way to 175 but you don’t get a stick to help it get there.

So a word of caution: Keep your stick shift as I have because computers control most of today’s new cars. Driverless cars are even being developed.

2012 Holiday Party Recap in Pictures!

Photos on pages 26 and 27 by Michael John



Our annual holiday party was once again a memorable and extremely unique evening. It's truly tough to describe the very special treat attendees experienced at the private Morrie's collection. It was huge, it was eclectic and it was stunning. Beautifully laid out, there were cars, planes, bikes, model cars, a soda fountain, a movie theater, antique advertising, antique gas pumps, more toys and various unique vehicles (an 'Eskimobile?!'). Again, our thanks to Morrie's and Ron Johnson for arranging for the evenings! It was fabulous.

It's hard to even begin to caption the photos and I'll feature more next month.



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.”

-Ron Faust

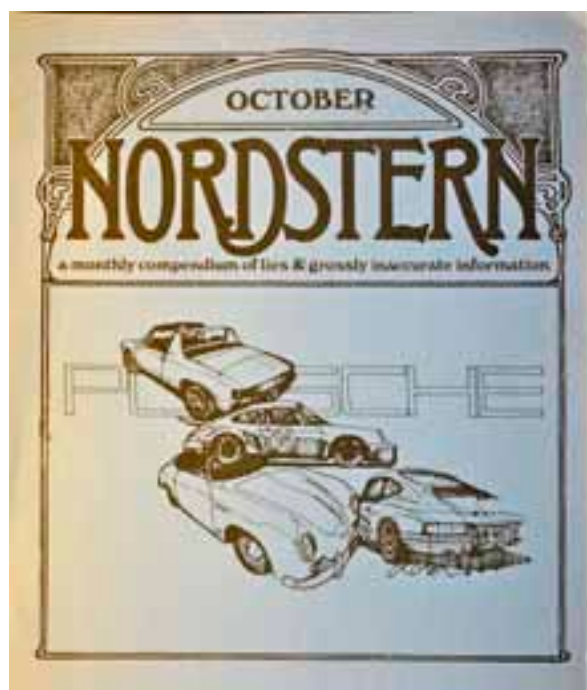
October, 1980

- Politics enters it's ugly face. A candidate from New Jersey for PCA National Vice President submits a full page letter, a photo, and a list of 101 reasons to vote for him. I wonder who won.
- Bill Siggelkow, Dennis Guentzel, Corey Johnson,



Above: Porsche people find real torque is hard to resist

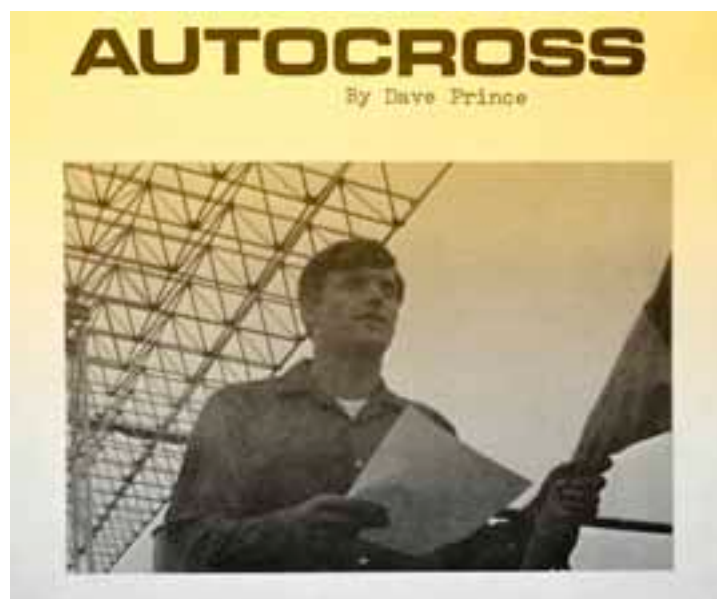
- Sigglekow, Craven, Guentzel, LeBurkien, Erickson, and Binek lead the autocross standings with one event to go.
- Editor Rick LeBurkien devotes the back page to a plea for a new editor and staff for the newsletter. “The newsletter is the glue that holds the region together.” He adds that “not only is the Editor the bond, but is also the catalyst of the Region helping to keep things running smoothly.” Editor Christie Boeder has observed that strong regions



Above: October 1980 Cover art

Bruce Erickson lead the Porsche classes at a Fair Grounds autocross.

- The story of a tour called “Red Neck Days” is relayed in photos. Stops included a horse pull, an apple orchard stop, and pie and ice cream that still look good 30 years later.



Above: Paul Binek gives last minute instructions at Fairgrounds Autocross

usually have great newsletters. Nord Stern qualifies in both categories.



Left: We told you Nord Stern was for families. These two must be trying to decide if the Fuchs are 8" or 9"!

Right: The Red Neck Tour Gang assembles.



Left: Real spoilers don't detract. Long live whale tails!.

The Scans continue . . .

Right: Long-term advertiser Specialty Coachworks for Nord Stern



Left: A sketch of a 908 graces the Events Page



Left: I think these will fit in the backseats!

Below: Bill Sigglekow gives a scowl in the center of the Fairgrounds drivers' meeting



Below: These future Nord Sterners can't stop smiling after they get out of those little backseats



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Billy G's Beat: Volume 1

Trailer Trash - So, Ya Wanna Git a Trailer?

by Bill Groschen

So! Hey! Are you tired of schlepping all your junk to the track inside your car? Tires in the backseat or on top of the car, tent, sunscreen, sleeping bag, toolbox, jack, helmet, spare rotors, brake pads, food, water and extra clothing? Cause ya wanna swap tires and race pads at the track, etc.? Time to get a trailer or a trailer with a tow vehicle, right?

Be careful what you wish for . . . Trailers are cool if you are ***“More than careful and are not easily distracted!”***

Even then, it is not ‘IF but WHEN’ you will have a Trailer Tale of your own to tell. Everyone that has, or had, a trailer and towed a couple times to any track probably has some stories to tell that will curl your hair and make your eyes water with laughter or sadness. If you don’t believe me, the next time you get to the track, go chat with someone that has towed their race car a few times and see what they say!

Seriously, keep in mind what happened to our dear 76-year-old ‘Racer Forever Friend’ Bob Youngdahl just recently. After a fabulous race weekend down south just this past month, he went to get race cars out of his Toter-Home the morning after. The rear ramp of that thing is 10 feet tall and weighs a ton. The cable had come loose, or broke, and when released, it fell and killed him.

There are cardinal Rules about Trailers. Most of which I now know after my own trailer experiences beginning in 1982 and from watching other sad/crazy/funny events over the years as well as hearing tales from others like my buddy Hank Godfredson (more Hank stories in coming issues! Hank is a long-time and very early Nord Stern member who now resides in Colorado with this wife, Phyllis, but remains a Nord Stern member forever). Many a good friendship has been lost by not following these Rules.

Trailer Towing Rules: HDIK? = How do I know? Experience!

Rule #1: Never, ever let anyone help you hitch your trailer to your tow vehicle. If the hitch flange does not capture the ball from below you may experience your trailer tongue punching through the back of your trailers. **HDIK?! See Story #6 in upcoming issues.**

Worse case the trailer pops up, snapping the safety chains and your trailer will maybe pass you going down the road. Can’t happen? Ask Hank . . . By the way those ‘Safety Chains’ are a bit of a misnomer. One good jerk with a 5,000 lb. truck and a 5 to 10,000 lb. trailer and those chains will straighten out like they were made of bailing wire. “Goodbye trailer, see ya down the road a piece,” or maybe it will be stuffed into the back of your tow vehicle.



Rule #2: Never let anyone else drive your car onto or off of the trailer.

Rule #3: Never let someone else align the ramps to your car going on or off the trailer. **HDIK?!**

Rule #4: Always put the car in gear while you get out and chock the tires so the car can’t roll forward (smashing the front of the car into the trailer or roll off the back of the trailer before you can get the ramps positioned. **HDIK?!**

Rule #5: After chocking the tires so the car can’t roll forward or backward, take the car out of the gear before you tie it down. If you forget you will damage the transmission while running down the highway in gear due to heavy pressure on the tranny gears. **HDIK?!**

- **Rule #6A:** When tying down the car the very best way is to use Tire Bra’s over each wheel/tire so that the car can bounce up and down on it’s own suspension. Many overzealous tie downers have bent their suspension pieces when using the wrong article to use as a tie down spot, like an A-arm, tie rod or such (Race car crash imminent at the track).
- **Rule #6B:** If you are going to put tie down straps through the wheels, be sure that the angle of the tie down strap will not skid the tire around so the strap becomes loose. **HDIK?** (See Story #3 in upcoming issue)
- **Rule #6C:** Always re-tension your tie downs after towing the first few miles and again about 50 miles and then again every time you stop for gas, food or potty breaks.
- **Rule #7:** Always hook up electrical for lights yourself. Then get someone to stand behind the rig and verify all parking lights, brake lights and turn signals are working properly.

- Rule #8: Check your trailer tires before you load your car. Hopefully several days before you intend to use it. Look for cracked sidewalls (sun damage, nails, bubbles, air pressure).
- Rule #9: Check condition and operation of your tie downs. Lubricate ratchets and snap hooks.
- Rule #10: At least every year, jack your trailer wheels off the ground and spin the wheels to see if your wheel bearings are good. They should make no grinding noise. If they do you need to disassemble them and see if they just need grease or replacement.
- Rule #11: When towing long distances, it is prudent to check the trailer hubs for excessive heat. They should all be about the same temp, warm maybe, but not hot. Hot bearing means it will probably fail soon and the wheel/tire will be passing you on the highway.
- Rule #12: The ball on your tow vehicle hitch must be the same size as the hitch on the trailer.
- Rule #13: Be sure if you use extension ramps that they are the same width as the trailer ramps. If not the ramps can twist sideways and dump your car off the ramp. **HDIK?!**
- Rule #14: Make sure your ramps are “positively” attached to your trailer before putting the car on or off.
- Rule #15: Only use minimum 2-inch wide ratchet type tie downs with spring-loaded snap hooks in good working

condition. **HDIK?!** (See story 3 in next issue!)

- Rule #16: Always have a person (you) in the car when backing out of or off of the trailer. **HDIK?!** (See Story 5 next issue!)
- Rule #17: Do not talk to anyone while loading or unloading your vehicle or hooking up the trailer or allow anyone to distract you while doing same. (See Story 5 next issue!)
- Rule #18: Mark the exact spot on the trailer where you want the car to be when you tie it down. I like to put the mark on the trailer bed so I can open the driver’s door a crack and align the “B” pillar with the mark.
- Rule #19: Always carry a spare trailer tire (preferably inflated!), a proper size lug wrench for the trailer lugs and a hydraulic jack big enough to lift one side of the trailer with car.

Editor’s note: Be sure to watch for the next issue of *Nord Stern* for Billy G’s ‘Beats’ that come from truly a voice of experience through the stories Bill shares. And the Boeders can also add our own ‘HDIK’ as some of those stories aren’t unique to Bill or Hank. The expression ‘been there, done that’ says it all. While we all wish we could say ‘if we’d only known that then that wouldn’t have happened’, my bet is most of us DID know what we weren’t supposed to do or what we WERE supposed to do. However, another expression ‘we are only human’ is all too applicable!

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Club: Nord Stern

Event Type: Rally/Tour



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Book Reviews for Porschephiles

Porsche and Me – Hans Mezger, an Autobiography with Peter Morgan

Published by PMM Books, Malborough, Great Britain

Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

The long awaited autobiography of Hans Mezger is now available. Porsche and Me is virtually a picture book with illustrations of cars, components and engineering drawings (which identify the pun in the book's title). It presents a richly personal account of the work life of a very dedicated employee. It is not truly the autobiography of Hans Mezger, the person, but rather that of Hans Mezger, Design Engineer. It may not fulfill all the expectations of those who have awaited this book's arrival – it is not a how-to of engine design, it does not tabulate the day to

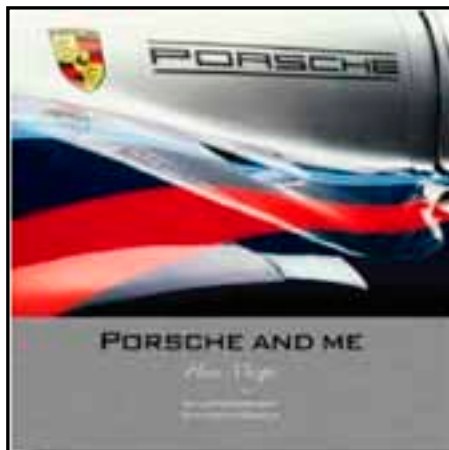
day life of a Porsche employee, it does not chronicle the growth of Porsche from struggling specialty manufacturer to an automotive powerhouse... But it does touch on all of these issues, as well as talk about the process of designing racing engines and the cars into which they were installed.

So why should a Porscheophile care about a biography of Hans Mezger? His may not be a household name, but after 37 years with Porsche, his engineering designs are part of every Porscheophile's house garage. Perhaps Ferdinand K Piëch (grandson of Ferdinand Porsche and currently the Chairman of the supervisory board of Volkswagen Group that now owns Porsche) said it best: "Without Hans Mezger, Porsche wouldn't be renowned worldwide as the ultimate in sports cars." Hans Mezger is widely acknowledged as the father of the 911 engine. This book documents some of his less well known achievements: the design of the 917 engine, the TAG Formula 1 V-6, and many, many detail refinements of a variety of products built for Porsche cars and contract customers.

In 1956, as a fresh engineering graduate, Mezger was hired to work in Porsche's Calculations Department studying forces and accelerations on valve train components. Because of the small engineering staff, Mezger quickly became involved in all aspects of engine design. After a few years he worked with Ferdinand Piech (6-7 years younger than Mezger, who came to Porsche in '63), to create the production 901 engine, under the overall direction of Ferry Porsche. The engines in even the latest 991

version of the Porsche 911, are still based that 901 engine design developed by Mezger in early 1963.

The narrative of Porsche and Me is fast paced, first person, sometimes reads like a lecture transcript, seeming almost breathless at times. Included are personal comments about Ferry Porsche, Ferdinand Piech, and racing drivers like Dan Gurney and Peter Gregg.



The text is not a rigidly organized recitation of the history of engine development, but a somewhat stream-of-consciousness narration, jumping around from engine model to engine model, representative of how Porsche always had multiple projects underway, some of which (like the TAG Formula 1 engine and Wagner helicopter cabin), were for outside customers.

It includes a fascinating discussion of why it was decided to place the 906 door hinges in a different position from the 904 hinges, as well as the evolution of the design for the Carrera (3.2)

chain tensioners. Of note to some is the description of how he improved the design of the 356 heads to create the high performance Super 90 engine.

Also discussed is the design evolution of water cooling and aerodynamic aids. All in all, the book provides new insight into the things that car (and particularly engine) designers think about. From a management sense, there is interesting commentary about the working environment at Porsche, under the leadership of Ferry Porsche.

Porsche and Me has 208, 10x10 inch pages, with 15 chapters (ranging from Learning Years to Reflections), and 5 appendices. One appendix is a reprint of a 17 page paper The development of the Porsche Type 917 Car, presented in 1972 to the Automobile Division of the [British] Institution of Mechanical Engineers. It has forewords by Prof.Dr. h.c. Ferdinand Piëch and Ron Dennis CBE.

P&M should be available for \$79.95 at your favorite book sellers (ask for it) or from <http://www.motorbooks.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.

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Our Zone 10 Calendar of Events - Join In

APRIL

1	Ladies Autocross, Ameristar Casino, Kansas City, MO	Kansas City
7	Wine Tasting, Happy Hour Inc., Independence, MO	Kansas City
7	Swap Meet at Carousel Porsche, Minneapolis, MN	Nord Stern
13-15	PCA Club Race and DE, Heartland Park Topeka, KS	Kansas City
20-22	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
22	Spring Autocross, Ozark Empire Fairgrounds	Ozark Lakes
28	Spring Run South - Cape Girardeau event	St. Louis
28-29	Driver Education at MidAmerica Motorplex	Great Plains

MAY

2	Brake Bleeding Party at the Moist's	Ozark Lakes
4	First Fling Driver Training, Brainerd International Raceway	Nord Stern
5-6	First Fling Driver Education, Brainerd International Raceway	Nord Stern
5	St. Donatus Body Shop Open House	Central Iowa
5	Wheels to Weston, Weston, MO	Kansas City
6	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
9	Moist Pizza Extravaganza at the Moist's home	Ozark Lakes
12	Gymkhana @ Woodhouse Porsche of Omaha	Great Plains
12	Fulton Tour with Columbia Porsche Group	St. Louis
19	Spring Drive Quad Cities to Ft. Madison Iowa	Central Iowa
26	Spring Drive	Nord Stern
27	Indy 500 Open House and BBQ Potluck	Central Iowa

JUNE

1-3	PCA Club Race and DE, MPH, Hastings, Nebraska	Great Plains
2	Drive In Movie Night and dinner	Ozark Lakes
10	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
10	Ice Cream Social at the Rands', Blue Springs, MO	Kansas City
13	Dinner Meeting, Porsche of Springfield, Springfield, MO	Ozark Lakes
17	Go Karts at 61 Kartway, Delmar, IA	Central Iowa
23	Ozarks Nurburgring lunch run	Ozark Lakes
23	Indy Cars and Porsche Park at Newton Iowa	Central Iowa & Schonesland
24	All Porsche Show, Central Park, Roseville, MN	Nord Stern

JULY

8-14	Porsche Parade, Salt Lake City, UT	PCA
9-10	Driver Education, Road America, Elkhart Lake, WI	Nord Stern
28	Driving lunch to 'The Cave Restaurant'	Ozark Lakes
27-29	PCA Club Race & DE, Brainerd International Raceway	Nord Stern

AUGUST

8	Dinner Meeting - French Mediterranean Café, Nixa, MO	Ozark Lakes
11	Vino in the Valley Drive	Nord Stern
12	Botham Winery Vintage Celebration, Barneveld, WI	Central Iowa
19	Fun Drive	Kansas City
25	Porsche Night at GCS Stadium	St. Louis
25	One Armed Bandit Dinner Run	Ozark Lakes
26-29	Run for the Hills 10, Black Hills, SD	Dakota

SEPTEMBER

8	Arkansas Run	Ozark Lakes
8	Fall Tech Session and Drive	Central Iowa
9	Drive to Planes, Trains and Automobiles, Geneseo, IL	Central Iowa
12	Dinner meeting - Recap of 2012 Parade, Porsche of Springfield, Springfield, MO	Ozark Lakes
15	Ste. Genevieve Winery Tour	St. Louis
21	Last Fling Driver Training, Brainerd International Raceway	Nord Stern
22-23	Last Fling Driver Education, Brainerd International Raceway	Nord Stern
27-30	RVBOWWOW tour, Lake City, MN	Dakota
28-30	20th Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN	Nord Stern
30	Autos on Vallhalla	St. Louis

OCTOBER

5-7	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
7	Fall Leaf Drive	Central Iowa
7	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
12-14	Drivers Education, Heartland Park, Topeka, KS	Kansas City
20	Pythian Castle, Dine like Kings and Queens	Ozark Lakes
21	Porsche Car Show	St. Louis
27	Fall Color Tour	St. Louis

NOVEMBER

13	Metro East Winery Tour	St. Louis
14	Dinner meeting - Gilardi's Restaurant, Springfield, MO	Ozark Lakes
8-11	PCA ESCAPE, Eureka Springs, AK	

DECEMBER

1	Holiday Party	Central Iowa
1	Holiday Party	St. Louis
7	Holiday Party at Metro Grill	Ozark Lakes
8	Holiday Party	Dakotas



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