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June 2012





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**New:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Send to:

**Ed Vazquez  
18918 Dorenkemper Place  
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**Reminder: Annual Dues are:  
\$30 for January to December**

***Check your mailing label  
for your expiration date!!!!  
Send Ed your address/phone  
number changes!!***

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## Track (BIR & RA) Relations

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## Zone 10 Rep



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612.275.4891  
Zone10rep@gmail.com

Addresses available upon request for chairperson/s or Board members.  
Call Christie Boeder 612.845.4509.



Having fun a little ways from home...

There are 640 acres of natural beauty that can be viewed and enjoyed after a short 5 hour drive from the twin cities. The land surrounding this special place was formed as the last glaciers, the Laurentide ice sheets, converged in what is now western Sheboygan County WI approximately 15,000 years ago. They left 150 feet of vertical elevation change between the highest and lowest points of these beautiful and picturesque rolling hills. Mankind left its mark in 1955, when racing through the streets of small towns like Elkhart Lake was deemed too dangerous, when they made a permanent 4 mile road course called Road America.

Most of our clubs events are relatively close to the twin cities area. This one is a bit farther away but it is truly a world famous race track that you owe it to yourself to make the short trek. They have run most of the biggest road racing events there, ALMS, SPEED World Challenge, Champ Car etc. When you arrive a sense of special occasion is projected from all who have made the trip. The returning people know how great it is and the new people are anticipating what lies ahead with all those turns and elevation

changes. Nord Stern has been renting this track out since the 1990's.

Also it is a great vacation spot for the family. The small town of Elkhart Lake next to the track is a wonderfully fun spot with a ton of history and plenty of great dining and less than 30 minutes away is Kohler, another great vacation spot with world class golf courses, spa's, and more.



If you have only driven at BIR join me in the trek to Road America this year, you will thank yourself for making that decision. Just ask any member who has been there.

It always starts out being about the cars, and then ends up being about the people.



## PCA Membership News and Discount Information . . .

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### 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!



**Merek Coilko**

**Elizabeth Holum**

1985 944

**Peter Kelsey**

2007 911 Cab

**Manfred Maiers**

1996 911 Cab

**Jeffrey McCloskey**

944-1983/928-1986

**Tim O'Keefe**

911-1991

**Marlin Onnen**

2004 GT3, 1999 Carrera

**Shaun Peltier**

911-1998

**Russell Snyder**

2002 Boxster, 1987 924S

**Scott Swanson**

Cayman S 2006

**Gary Thompson**

2006 C4S & 2012 CaymanR

**Chris Tobkin**

2000 Boxster S 2009 Cayenne S

**Chris Weber**

**Chuck Young**

1977 911S

### 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.

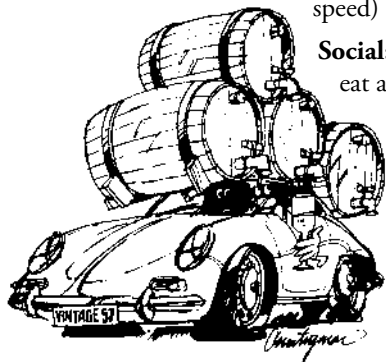
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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 need to issue a correction to the May Nord Stern newsletter. I misidentified the photos from our annual Holiday Party that was held this year at Morrie's in Long Lake. While it is true Mihael John handed me the disk with the photos, it was actually Frank Thayer who was our shutterbug. My apologies and I hope everyone enjoyed the photos - I'll probably include a few more as space permits. Thanks, Frank!

This issue features a number of upcoming events - some new and some already on the calendar. Be sure and take a look at the various opportunities to drive our cars in various venues: on the high speed track at Brainerd International Raceway or low-speed maneuvering at the upcoming Autocross scheduled for June 24th or the Spring Valley coming up in July (see ad!) that will find us winding our way through the wonderful roads of the St. Croix Valley. A drive which of course ends at an eating establishment (secret!) for the ending social so enjoyed by ALL club members.

And then there is the annual All Porsche Show - truly an extravaganza and gathering of Porsches, their owners and drivers along with a rare showing of Porsche Poster Memorabilia - again, see the ad in this newsletter. Always a great event in a great location and organized by, of course, great Nord Sterners along with help from Carousel Porsche's Mark Bouljon. What an opportunity if you are relatively new to the club and interested in meeting others who share the passion for Porsches. This is an excellent chance to connect with fellow owners - the knowledge and resources within this club are legendary.

And then comes the annual North Shore Fall Color Tour (okay, okay, it is weird to feature a fall event when summer has barely begun. But I know how schedules go and getting these dates and events on your calendar can NEVER be done too soon!). Contact info and location with dates can be found in this newsletter. For those of us with a certain number of years in this club, this is the 20th Anniversary of weekend up north adventures. Yikes, I can hardly believe it. The Boeders haven't been to all 20, but we

rod@eglassService.com

**Rod Ellison**

**eglass Service, Inc.**  
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New Brighton, MN 55112  
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don't miss it too often - we live in a state that has spectacular fall foliage most years and seeing it from the seat of a Porsche is just about the perfect scenario.

And we have a new advertiser - eglass (see ad to right!) that we'd like to welcome to our pages. We look forward to hearing more about the business, it's owners and services. Formerly known as Restoration Glass, I guess I'd have to say they aren't 'new new' to Nord Stern.

Which brings me to my last little piece of business. Our new ad manager, Jill Daneu, has truly taken on her role with a sense of purpose and mission to provide our advertisers with the best service we can provide and that will be including an upcoming feature we are calling the 'Advertiser's Apex'. We plan on featuring at least one to two advertisers each month in an effort to introduce our loyal businesses. She's developed a short questionnaire that many advertisers have already responded to and from that she'll work her marketing magic, get a picture or two and viola! We are fortunate to have as many diverse companies advertising with us and I know many are stellar businesses with whom it is a pleasure to be associated. So stay tuned!



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## Out and About with fellow club members

Thanks to Don and his crew for an interesting inside look at dent removal. They demonstrated how they completely remove dents while providing a great selection of donuts and rolls with coffee to keep us happy. They have a beautiful clean working environment in the shop. It was well worth the drive for me from the far east side over to Wayzata.

I also got a chance to talk to Tom Prezioso who does 3M coating. He had his car there which was totally coated from front to back, top to bottom and it looked great.

If you need a dent removed, as I do because of someone carelessly or intentionally putting one in the roof of my Cayman, Dent Kraft is the place to go. I have an appointment in May to have mine removed.

– Dale Trippler

Yes, thanks to Don Kavanagh and his crew for a very informative tech session about the fine art of dent removal. Dent Kraft is the ONE place in which you are actually allowed (even encouraged!) to bang on a car's hood panel!

Dent Kraft's neighbors, Tom Prezioso and Charlie Gilbertson from Bravo Protection Products, were also on hand to answer questions regarding paint protection film and window tint. Who would have guessed that an entire car could be wrapped from top to bottom with no visible seams? Fred and I are also setting up an appointment with Dent Kraft to have a dent removed from our A6. Apparently, it was "visited" by a shopping cart during an outing to the grocery store.

Thanks again to Dent Kraft for a great tech session and to Tech Chair Keith Fritze for making the arrangements. Also, check out

this great video recap "Nord Stern Porsche Club Of America Visits Dent Kraft" at the bottom of the home page at [\\_www.dentkraftpdr.com](http://www.dentkraftpdr.com) (http://www.dentkraftpdr.com) .

– Jill & Fred Daneu Nord Stern Advertising Manager

## Advertiser Kudos


All I can say is Wow! I just got the car back from **Raymond** after they painted the mirrors and bumper. As you may know, Midnight Blue is a difficult color and they did a great job! More than g

– Todd F Smith

I have another example of a great job by one of our sponsors. Someone was "nice" enough to put a dent in the roof of my Cayman. But they "forgot" to leave me a name and address. I took the Cayman to **Dent Kraft** in Wayzata yesterday. They did a wonderful job. In addition to taking the dent out, they also removed some scuff marks in the dent and next to the dent. I had been looking at that dent for two weeks, but when I picked up the car, I could NOT find the spot. They did that good a job.






If you get unlucky enough to have some As---e put a dent in your baby, I highly recommend Dent Kraft.

– Dale Trippler



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# 2012 Calendar . . .



## June

- 24 All Porsche Show**  
Roseville's Rosefest - Century Park,  
Eventmaster: Phil Saari
- 24 Dakota Autocross**  
Location: Dakota County Vo-Tech  
Co-hosted with Corvette Club  
Eventmaster: Paul Ingebrigtsen,  
pingebrigtsen@hotmail.com  
See ad this issue!

## 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  
Driver Ed Eventmaster: Ron Johnson,  
porsche freak@earthlink.com  
Club Race Chair: Roger Johnson and Ron Smith

## August 2012

- 11 Annual 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: Doug Anderson
- 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

2012

2012

2012

2012

## 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, Mpls, 612.332.2686  
<http://clubjager.com/>

June 21

July 19

August 16

September 20

October 18

November 15

December 20

**H**ave a teen 18 or under that you would like to add to their driving skills? There will be a teen driving clinic at Dakota County Tech June 2nd. 4 hours classroom and 4 hours driving instruction. Lunch provided. \$20 for the day.

Link to flyer and registration at  
[mnautox.com/forums/content.php?295-2012-RoadSkills](http://mnautox.com/forums/content.php?295-2012-RoadSkills)

No personal involvement although my daughter is one of the instructors. Just passing on the info.

– Harvey Robideau

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PORSCHE DESIGN



# Nord Stern Driver Education - All Invited!

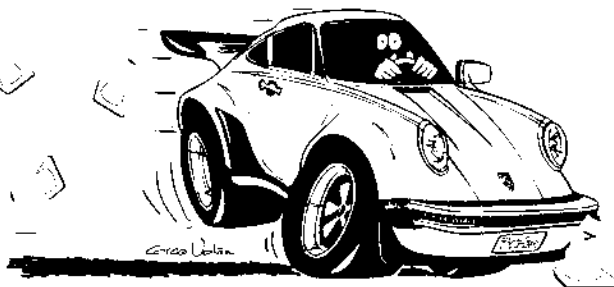
## Plan now for the rest of the track season

---

2012 Driver Ed schedule will feature 3 weekends at our home track, Brainerd International Raceway in Baxter, MN and a two-day event at Road America in beautiful Elkhart Lake, WI.

Our DE program offers more track time than most members can take advantage of; safe and exciting opportunities to learn what your car can do on a high-speed closed-course track and hone your car control driving skills. There's never such a thing as too much track time and Nord Stern excels at organizing and managing the driving events for the benefit of all. Be sure to mark your calendar for this year's dates: and as always, it's NOT just the cars.

... it's the PEOPLE. See your March and April 2012 newsletters (always available online as a pdf download) for even more information.



### **\*\* Nord Stern at Road America . . . July 9 - 10**

Road America/Elkhart Lake, WI

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Cost: \$350 for PCA and other club members (one of the best prices offered for a track event at RA this year!!)

Registrar Dave Anderson reports that as of mid-April, 20% of the reservations have been filled for RA with Nord Stern having only \*4\* of those reservations. It's our goal to have 25% of the registrants be Nord Stern members. I'm going to hold back 40 reservation slots for Nord Stern members and our local clubs (Audi and BMW) as long as I can - but the word is out that we run a very popular event at RA and I expect to get a run on reservations in the next couple of months. So get our registration in early to guarantee your participation.

### **\*\* Club Race and Driver Ed Event . . . July 27 - 29**

Brainerd International Raceway: Baxter, MN

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver: \$350, Nord Stern member

Same car, second driver: \$315, Nord Stern member

Club Race Registration/Costs separate from Driver Ed

### **\*\* Last Fling Driver Training . . . September 21**

Contact Ron Johnson for further info, 952.476.7445

### **\*\* Last Fling DE . . . September 22 - 23**

Brainerd International Raceway: Baxter, MN

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver: \$350

Same car, second driver: \$310

It's never too early to start planning to attend the..



## Rochester Labor Day



# PORSCHE PICNIC

Monday September 3, 2012 1:00pm to 5:00pm

Contact Jeff Boehm at [jeffandbj@gmail.com](mailto:jeffandbj@gmail.com) or

507-261-9407 for details



# Nord Stern April 2012 Meeting Minutes

Meeting was called to order by President Jim Bahner.  
Committee reports are as follows.

## Advertising - Jill Daneu

Newsletter has added 3 full page ads which significantly increases ad revenue. Kudos to Jill!

## Autocross – Paul Ingibretson

Add in this month's newsletter. Sent Bret a note for the website.

## Charity – Keith Jones

Raised \$500+ at the Carousel swap meet for the Courage Center. Doug Anderson will be helping at the Club Race.

## Concours – Phil Saari

Newsletter has the latest information regarding the All Porsche Show. Will be looking for volunteers as the date approaches.

## Club Race – Roger Johnson

Applications have been sent in. David Murry will be on hand to offer coaching services. PCA is covering \$1,800 of the cost.

## DE – Jim O'Brien

All Eventmasters are assigned.

## DE Registration – Dave Anderson

As of April 9<sup>th</sup> 23 people have signed up for DT. 26 people are signed up for DE, 29 for Road America DE.

## Driver Training – Ron Johnson

Could have as many as 30 people registered for spring event. Will be contacting instructors.

## Drives – Mike Lancial and Randy Walker

The spring drive is full at 44 people.  
Still have to finalize a lunch spot. Randy is working on details for the fall drive and will be getting that information to the newsletter editor.

## Fall Color Tour – John Dixon

No report

## Insurance - Michele Demi Johnson

All set for the upcoming events

## Membership – Ed Vazquez

Renewals via PayPal are working well. Will be at Cars & Coffee.

## Met Council – Bob Kosky

Summer schedule is ready. Nord Stern does not have a lot of participation. Register at myautoevents.com.  
Would like to see Autocross event return as required

participation for the yearly DE award competition.

## Newsletter – Christie Boeder

May newsletter is under construction and going to the printer May 20<sup>th</sup>. Thank you to all our advertisers for their continued support. Without them we could not continue to offer the quality of newsletter we currently enjoy.

## Rally – Lon Tusler and Dale Trippler

Lloyd and Jody Vasilakes are the Rally Masters for this coming year. July 21<sup>st</sup> is scheduled for the event. More details to follow.

## Safety – Keith Erickson

Roger is asking Jolene to head up Race Control for the Club Race weekend.

## Social – Carrie John

Will be at First Fling.

## Taste of the Track – Kevin Tan

Kevin is going to take over TOTT.

## Tech Sessions – Keith Fritze

Dent Craft will be hosting a Tech Session April 28<sup>th</sup>.

## Track Relations – Jim Bahner

Road America – all set. BIR – First Fling is ready, still working on other two dates Negotiating on the extra fees.

## Treasurer – Jeff Bluhm

We are in good shape compared to last year. Helps that we are doing one less event.

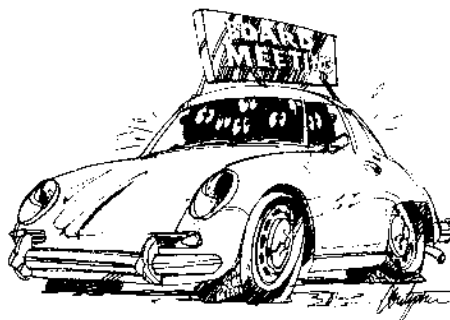
## Web Site – Bret Bailey

No report

## New Business

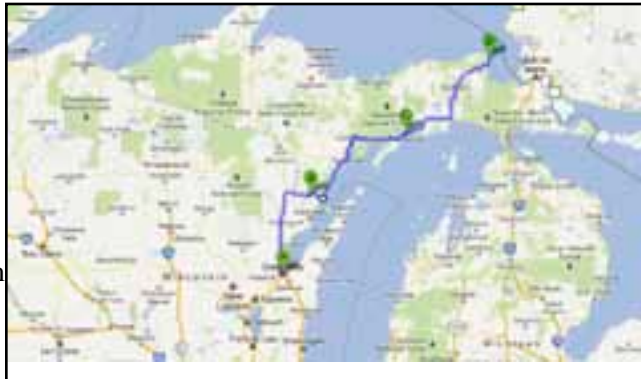
- TOTT will be held in Run Group 3.
- Looking at doing another instructor school . . . maybe next year. It been two years since we have had an instructor school.
- Should consider having the June event on the short track.

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 for 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](mailto: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.

## THE MILWAUKEE MASTERPIECE . . . OR WISCONSIN'S ANSWER TO PEBBLE BEACH SATURDAY, AUGUST 25

MERCEDES BENZ — PORSCHE — AUDI — BMW — VOLKSWAGEN

Some of the finest examples from around the world gather at this annual event. August of 2012 promises to continue the tradition that will be of particular interest to those of us who own or follow German cars.

In addition to the traditional "club day" on Saturday (August 25) which is open to all marques to gather on the grounds, there is a special class for the feature day on Sunday (August 26). On Sunday there will be a class for Teutonic Touring and Track Cars. The class will be open to German touring and race cars which are 1973 or older.

Eligible marques include Mercedes Benz, Porsche, Audi, BMW, VW, etc. How about a Ford Lincoln/Mercury Capri rally car? Sunday is a by invitation event with those that wish to display their car applying for acceptance. It is, however, painless. Just send a few digital pictures of the car and a paragraph or two with the background describing what makes the vehicle unique and special. Send the material to either Mike O'Krongly at [mokrongly@aol.com](mailto:mokrongly@aol.com) or to Ron Pace at [ronald.pace@kohler.com](mailto:ronald.pace@kohler.com).

Space is somewhat limited so get your submission in quickly. See you in August!



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# Tech Notes from Tony Callas & Tom Prine

## Living with the M96 Engine and the IMS

by Tony Callas, (courtesy of Callas Rennsport)

Today we know that the IMS (Intermediate Shaft Bearing) has been a major cause of concern for owners of 986/987 Boxster and 996/997 Carreras. It is generally accepted that far fewer problems are being experienced with the M97 engine, but that said, there have been IMS bearing failures in M97 engines also. Unfortunately, the IMS bearing in the later M97 engines cannot be easily replaced like in the M96; the later M97 requires complete disassembly of the engine. One of the main concerns relative to these later M97 engines is how the factory's larger IMS bearing will hold up over the long term when the miles driven get well beyond the 100,000 mile mark.

The potential for serious engine issues is not something new for those of us that have owned 911s over the years. Some of these problems are: oil leaks for all years, 1975-89 cylinder head studs, pre 1984 mechanical chain tensioner failures (which could cause catastrophic engine damage), a 911 with CIS fuel injection could experience an air-box explosion with the possibility of engine damage, the 993 is affected with premature valve guide wear causing excessive oil consumption resulting in carbon buildup in the secondary air injection (SAI) ports that could cause a failure to pass the mandatory bi-annual emissions inspection. Relative to these and other potential failures, Porsche, the aftermarket parts business and or knowledgeable technicians have come up with fixes, upgrades or maintenance procedures that can correct these problems or mitigate the likelihood of the problem ever happening.

The same holds true today with respect to the IMS problems. The high quality composite IMS bearing retrofit available from LN Engineering is a great example. The IMS Guardian from Flat-6 Innovations also provides a means to monitor metal debris in the oil and warn of an impending engine failure. Installing one of these products in your car is likely the best thing you can do for it.

It is also important to consider a maintenance schedule that is beneficial for your engine (not necessarily what the manufacturer recommends in that given model year). A general health plan prescription for the IMS bearing might look something like the following:

1. Change the engine oil and filter every 3k to 5k miles or once per year, even though you with synthetic lubricants.

2. Utilize boutique type synthetic engine lubricants that have elevated levels of ZDDP (Zinc Dialkyldithiophosphate) additives with a minimum of 1250 PPM.

3. Cut the engine oil filter open and inspect it for any metal, plastic (brown) and or rubber (black) debris at every engine oil change.

4. If higher quantities of metal debris are found in the oil filter, consult a Porsche Technician, then send a 3 to 4 ounce sample of the used engine oil to a lab for analysis.

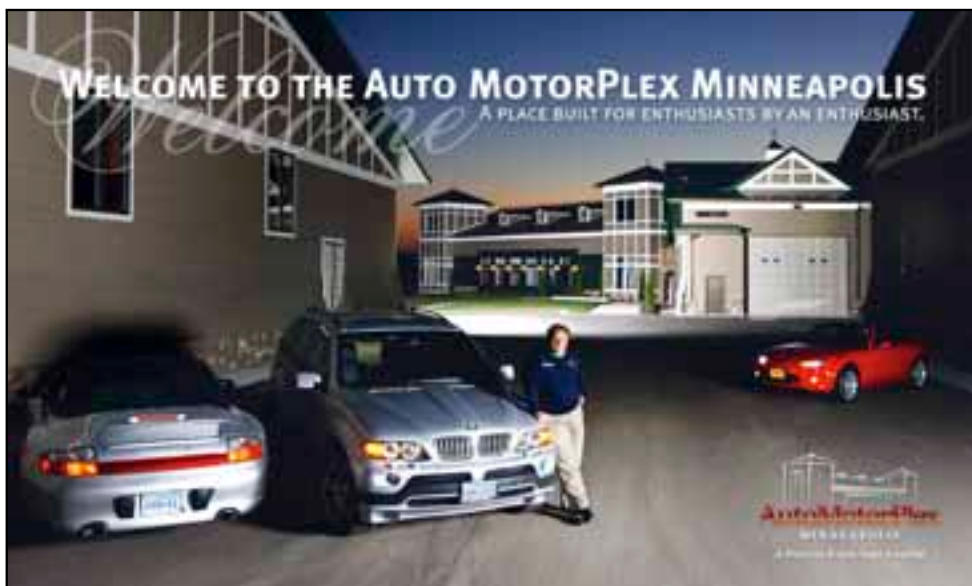
5. If purchasing a pre-owned Porsche with the M96 or M97 engine, insist on a thorough PPI (Pre-Purchase Inspection) and make sure to review the written service records of the car. Be certain that the service intervals were reasonable. It's a good idea to inspect the engine oil filter (as noted above) and camshaft deviation values during the PPI.

6. When the engine is at full operating temperature, drive with the RPM elevated. If possible accelerate to or near engine redline one or more times per driving cycle under full throttle. Only upshift when above 3,000 RPM.

7. Install LN Engineering's magnetic engine drain plug and spin on oil filter which has improved filtration capability.

8. Install LN Engineering's composite IMS retrofit bearing as soon as possible. If the IMS bearing replacement cannot be done in a timely manner, consider the installation of Flat-6 Innovation's "IMS Guardian kit". Specific to the later M97 engines, due to the difficulty and cost involved in replacing the IMS bearing, we suggest installing the IMS Guardian to monitor the engine.

The risk and consequences associated with an IMS bearing failure are serious. Taking these extra steps for service, maintenance and replacement of the IMS bearing or installation of the IMS Guardian will go a long way towards insuring the health of your M96 or M97 engine.





# Time to put the 'Nord Sterners' back into the 'Annual Nord Stern at Road America DE Event'

Register NOW for a premier track event at the world-famous  
Road America facility near Sheboygan, WI

If you haven't driven this track, this is THE event to attend.  
Includes two full days of run sessions organized by an excellent Nord  
Stern crew; this event is now known in the midwest as one of the BEST  
run DE's on one of the BEST tracks with one of the BEST costs.

More track time and track experience than at any other event!  
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Never been on THIS track (prior high speed track  
participation required)? There will be experienced  
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14 amazing turns over 4 miles  
of ever-changing elevation!



July 9 and 10 (Monday & Tuesday)



Costs: First car, first driver \$350  
Second Driver same car \$315  
Event Master - Keith Fritzie ( [keith@curtissd.com](mailto:keith@curtissd.com) )



## Out and About with Nord Stern

**J**ohn Faust's son Oliver (Ron Faust's grandson) is not worried at all about price depreciation in '01 Boxsters. He was inspired to practice saying the word "yellow" until he got it perfect.

And it looks as if he did! Our next generation is well on it's way to expressing those car 'genes!'



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## Maplewood's Auto Fair Recap

*by George Andeweg*

**T**he 2012 Auto Fair was threatened by a rainy and stormy forecast that did not materialize. As the hours passed and the roads got drier more car enthusiasts brought their Porsches, Mercedes, Audis and a few exotic cars. We had a great turnout in spite of the weather and in total 42 cars were registered. The Children's Cancer Research Fund will receive \$1575 thanks to everyone's generosity.

Winners were: Audi S4 1993

Mercedes 220 Cabriolet 1951

Porsche 356 B 1963

Ferrari 355 1999

Best of Show: Mercedes 220 Cabriolet 1951

I would like to thank all the volunteers, sponsors and participants for making this a successful event.

# Billy G's Beat: Volume 3

## Stuff You Need . . .

by Bill Groschen



Stuff you might want if you are going to tow. HDIK? = How do I Know? Guess!

1. Two pair of good buckskin gloves. One for trailer box, one pair in tow vehicle. HDIK?

2. Small Duffelbag to hold tie down all in one place.



3. Bungee cords of various lengths

4. Spare Set of Keys for trailer, race car, and tow vehicle. HDIK? Have you ever been in Wisconsin headed for Road America and remembered that the keys for the trailer and the race car were on your work bench back in Minneapolis?

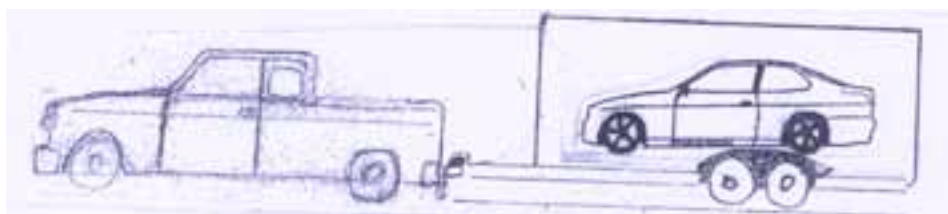
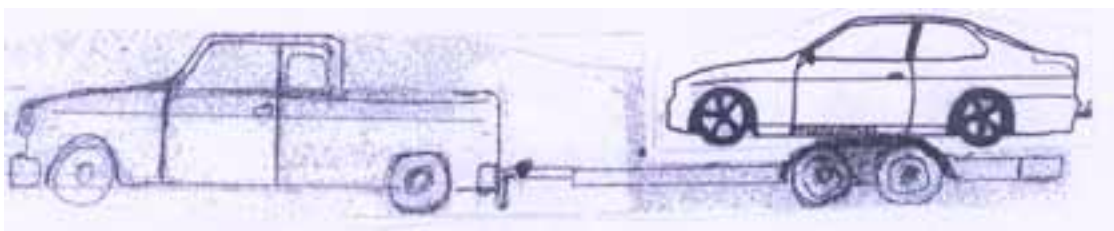
5. Hitch Lock(s)

6. Cable or Chain lock to tie trailer wheels together. (Anti theft idea)

7. At least two Spare tie down Straps

8. At least two spare trailer wheel lugs. HDIK?

9. Cable locks for trailer ramps especially if they happen to be aluminum. HDIK?



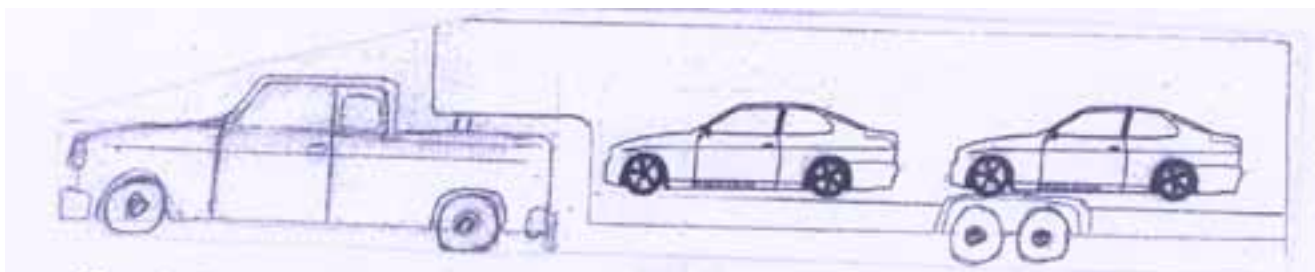
10. 2x8 or 2x10 inch sections of planks for loading car without messing up spoiler.

11. A Winch if you have the money.

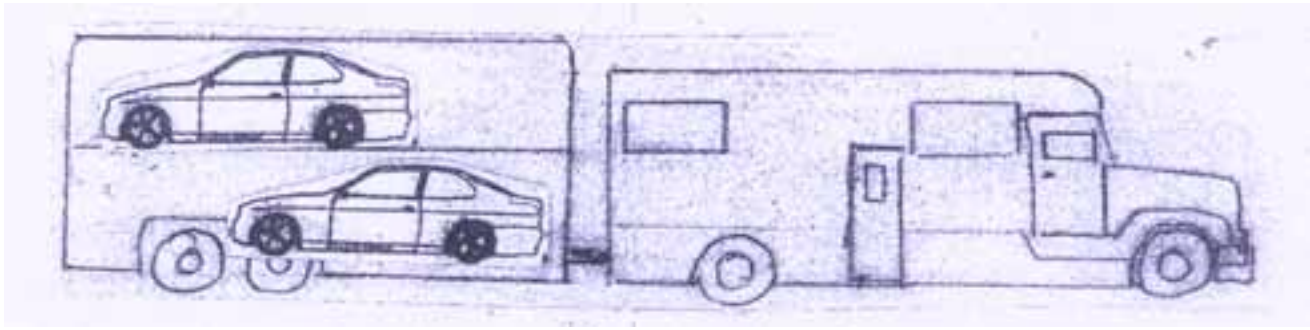
12. Double wheel chocks

13. WD 40 or lock-ease for a rust buster on trailer lugs that have not been used for 3 years.

14. Proper size lug wrench for trailer wheel lugs. HDIK?







15. Spare tire for trailer. Check pressure before leaving home every time.
16. Heavy duty jack for trailer. Can't change a tire if you can't lift the trailer. HDIK?

FYI: Even though aluminum trailers do not rust, they do corrode and the wheel bearings and axels are made of steel, those do rust a lot. Trailers usually sit idle about 95% of their lives. Pay attention to yearly maintenance, brake operation, tires (Damaged by exposure to sun), out of date license plates, etc. On the road is not the time to find out problems that could have been fixed or avoided before you loaded the car or what ever.

Illustrations by Billy featuring 'The Progression' - HDIK?! Been there, done that . . .

## Out and About with Nord Sterners

*Photo courtesy Dave Weisel*



**I**t was Nord Stern's annual First Fling Driver Ed up at our local favorite track, Brainerd International Raceway this past weekend. And lo and behold it appeared to be old home week for many!

Sporting lots of smiles were, left to right: Randy Coleman, Jim Arhart, Jim Seubert and Dave Weisel.

I'd hate to guess how many track events this group can claim between them. A very experienced group it is and glad to see them on hand.

Am certain there are plenty of us 'old-timers' who know these faces - and if you don't don't be shy as there's a lot of experience and knowledge in the club and we all like to share!

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# The All Porsche Show

## Sunday, June 24, 2012

10 a.m. to 2 p.m.

How ARE rarely seen vintage  
Porsche factory posters and  
Porsche Turbos alike?

They aren't . . .

BUT

You CAN see them at the same time at the All Porsche Show on June 24. These rare and seldom seen posters are from the 1960's, 1970's and 1980's. Plus, can you imagine dozens of Porsche Turbos in the same place at the same time?



All models and all years of the Porsche Turbo and, of course, all Porsches are welcome and invited to attend.

This is a one-time gathering of this nature. Bring your Porsche, your camera and your family and friends. Sunday, June 24 from 10 am to 2 p.m. at Central Park in Roseville will be the place to be! The park entrance for the event is on Dale Street approximately one mile north of Highway 36.



There will be a food/beverage vendor and playground equipment on site.

A \$20 donation per car shown will be appreciated with all proceeds going to the Courage Center.

See you there and do invite others. This IS the largest display of Porsches gathered at any one time in the upper Midwest!



# Development of the Porsche super sports car enters next phase . . . 918 Syder prototypes commence trials

*Courtesy PCA National newsletter editor*

**S**tuttgart. The Porsche 918 Spyder is on the road: Dr. Ing. h.c. F. Porsche AG, Stuttgart, has taken the driving trials of the super sports car of the future a step further with completion of the initial prototypes. The 918 Spyder will go into production at the end of September 2013 as planned, with the first customers receiving their vehicles before 2013 is out. "What we are doing with the 918 Spyder is redefining driving fun, efficiency and performance," said Wolfgang Hatz, Member of the Executive Board Research and Development of Porsche AG.

The prototypes, their camouflage harking back to historical Porsche 917 racing cars, signal the final touches to the 918 Spyder. The focus is on the interplay between the highly sophisticated individual drive components. The combination of combustion engine and two independent electric motors – one on the front axle and one in the drive line, acting on the rear wheels – poses completely new demands on the development of the operating strategies. "They are therefore a critical component in this vehicle into which we have put all of our expertise and capacity for innovation," said Wolfgang Hatz. These operating strategies and the development of the software to go with them are one of Porsche's core competences. Both of them have a major influence on the extreme driving fun to be had with the 918 Spyder and they make possible a unique combination of minimal fuel consumption and maximum performance. The initial results of the driving trials are in line with the high expectations placed on the 918 Spyder.

The super sports car is designed as a plug-in hybrid vehicle combining a high-performance combustion engine with cutting-edge electric motors for extraordinary performance: on the one hand, the dynamics of a racing machine boasting more than 770 hp, on the other hand, fuel consumption in the region of three litres per 100 kilometres. Moreover, Porsche is breaking yet more new ground with the technology demonstrator with spectacular solutions such as the full carbon fibre reinforced plastic (CFRP) monocoque with unit carrier, fully adaptive aerodynamics, adaptive rear-axle steering and the upward-venting "top pipes" exhaust system. In the process, the 918 Spyder is offering a glimpse of what Porsche Intelligent Performance may be capable of in future.

Specifications of the Porsche 918 Spyder\*

**Body:** Two-seater Spyder; carbon fibre reinforced plastics (CFRP) monocoque interlocked with CFRP unit carrier; two-piece Targa roof; fixed roll-over protection system.

**Drivetrain:** Parallel full hybrid; 4.6-litre V8 mid-engine with dry-sump lubrication; hybrid module with electric motor



and decoupler; electric motor with decoupler and gear unit on front axle; electrical system recuperation; four cooling circuits for motors, transmission and battery; thermal management.

**Engine Power:** > 570 hp (V8 engine)

~ 90 kW (hybrid module on rear axle)

~ 80 kW (electric motor on front axle)

> 770 hp (combined)

**Suspension:** Double-wishbone front axle; optional electro-pneumatic lift system on front axle; electro-mechanical power steering; multi-link rear axle with adaptive electro-mechanical system for individual rear wheel steering

**Brake system:** High-performance hybrid brake system with adaptive recuperation; ceramic brake discs (PCCB).

**Energy supply:** Lithium-ion battery with 6.8 kWh capacity (BOL nominal), 202 kW maximum power and mains-compatible plug-in charger.

**Performance:** Top speed > 325 km/h  
purely electric > 150 km/h

Acceleration: 0 – 100 km/h < 3.0 s

**Consumption**

**(NEDC):** Total ~ 3.0 l/100 km

**CO<sub>2</sub> emissions:** Total ~ 70 g/km

**Range:** Purely electric > 25 km

\* Provisional specifications



Calling All Nord Sterners  
Like to Drive your car?  
Like to Eat? Then plan on:

**2012 Summer Road Rally!**  
**July 21, 2012**

This year's summer rally will be a scenic drive in the beautiful St. Croix Valley area. It will be another great excuse to drive your Porsche! The Rally will run about an hour and a half with refreshments and BBQ lunch provided at the final top secret destination. This will be a distance accuracy and Porsche trivia challenge. Elapsed time (or speed) will not be recorded.  
Cost is \$40 per car. Cool prizes will awarded to the winners.

We do need to know how many people are interested. Please mark your calendars and RSVP NOW to [LSV327@comcast.net](mailto:LSV327@comcast.net).

More details will follow. Your eventmasters, Lloyd and Jody Vasilakes

## **It's not too early to plan your Annual North Shore Fall Color Tour!**

**Join Members 'Up North' for a delightful weekend of  
touring, hiking, dining, shopping**

**September 28-30, 2012**

**Blue Fin Bay in Tofte, MN**

**Eventmaster: John Dixon, [eyerack@tcq.net](mailto:eyerack@tcq.net)**



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Format: No run groups - Open track 9 am to 6 pm  
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Unlimited number of drivers per car

Participants: 40 cars maximum registration

Requirements: Prior High Speed Track Driving Experience  
Snell 2000 or newer helmet  
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Contacts  
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Fred Jacobberger - [fjacobberger@comcast.net](mailto:fjacobberger@comcast.net) 952-948-0600  
John Cunico - [jcunico@aol.com](mailto:jcunico@aol.com) 651-726-4814  
Andy Schmid - [ams@amschmid.com](mailto:ams@amschmid.com) 952-943-9567

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## Porsches change. What makes them Porsches doesn't.

What is it about a decades-old Porsche that makes it so very desirable—even with the \$15,000-plus price tag such a car is more likely to command these days? Horsepower? Handling? Top speed? None of the above. Its true value lies in the total commitment of two uncompromising men to build cars that would be more than simply a means of getting from one place to another. Cars that would be a joy to drive. Cars like no one else had ever built. Or ever would.

This commitment has been passed on successfully—some might say miraculously—to the uncompromising people who build Porsches today. The workers on the Zuffenhausen assembly line who, in their off hours, have been known to grab their friends, point at a passing Porsche and say with genuine pride, "That's one of mine."

The quality control technicians—one for every ten production workers—whose goal is to take the ideal of "zero defects" and make it a daily reality. And, of course, the engineers at our R&D facility at Weissach. For them, the pursuit of excellence will never fit comfortably between the hours of 8 and 5. Or within the theoretical vacuum of an air-conditioned office. For them, theories have value only on the inside of a Porsche, at speed, on the Weissach test track—preferably with one of them behind the wheel.

The results of their labors, and the extent of their success, is reflected in the procession of cars you see below. From the first recorded Porsche win on July 11, 1948 at Innsbruck to the most recent victory at LeMans, these cars have dominated the racing circuits of a world that loves fast cars. As they have dominated the highways, turnpikes, interstates, autobahns, city streets and winding back roads of a world that loves to drive them.

Enjoy! Ad copy was:

### Porsches change. What makes the Porsches doesn't.

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For them, theories have value only on the inside of a Porsche, at speed, on the Weissach test track—preferably with one of them behind the wheel.

The results of their labors, and the extent of their success, is reflected in the procession of cars you see below.

From the first recorded Porsche win on July 11, 1948 at Innsbruck to the most recent victory at LeMans, these cars have dominated the racing circuits of a world that loves fast cars.

As they have dominated the highways, turnpikes, interstates, autobahns, city streets and winding back roads of a world that loves to drive them.

# 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."*

*Most issues from the 1970's and early 1980's have been reviewed; to add variety we skip around in the 1980's.*

*-Ron Faust*

## May 1985

- **Jim Arhart** is President, **Roger Johnson** is Vice President, **Dave** and **Susana Weber** are doing the newsletter.
- **Dave Weber** and **Bill Groschen** drew 35 new and prospective members to a "Come look us over" meeting. **Hank Godfredson** and **Paul Binek** spoke to about 40 at another meeting on high performance driving. The third annual swap meet took place at Skoglund Farm in Victoria.
- **David Prince** writes on 356 restoration. He points out that in addition to concours cars and junk cars, there is a middle

class of good street cars with good sound bodies. The June BIR event is called "48 Heures Du BIR". The strait is compared to the Mulsanne Strait at LeMans. The gendarmes have been paid off, so the carnival atmosphere of the infield will not be suppressed (I thought that only happened at NHRA). Cost is \$50 for the first driver; first time autocrossers can participate at no cost.

- Bill Caldwell gives an illustrated article on changing brake pads. Rick Moe discusses antifreeze, renamed coolant by the '80's.

The Market Place fills two pages. Listed vehicles include:

- 1971 911T for \$7,300
- 1868 912 Coupe for \$16,500
- 1971 911T for \$9,500
- 1971 914/6 for \$25,000
- 1972 911T Targa for \$12,500
- 1984 944 for \$22,500
- 1985 1/2 944 for \$29,750
- 1969 911S Targa for \$11,000
- 1972 VW Beetle for \$400
- 1963 356C coupe \$8,000
- 1974 911S
- 1981 911SC Targa for \$29,950
- 1956 356 Coupe for \$1,500
- 1964 SC parts coupe for \$1800
- 1960 356B coupe with rust for \$4,500
- Bob Cox wants a 1974 or 1976 BMW 2002 and will pay big bucks
- An ad offers those brand spanking new CD players: \$619 for a car CD player with tuner, but you can get one without the tuner for only \$499.

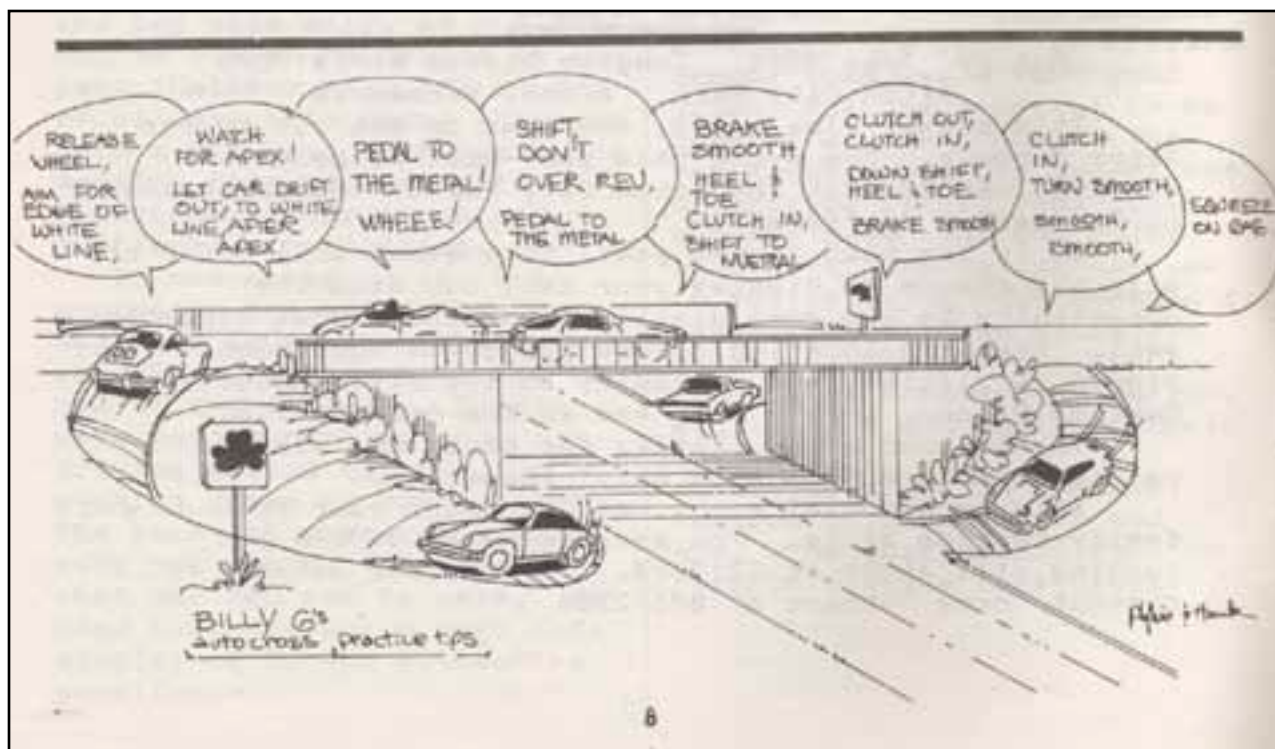
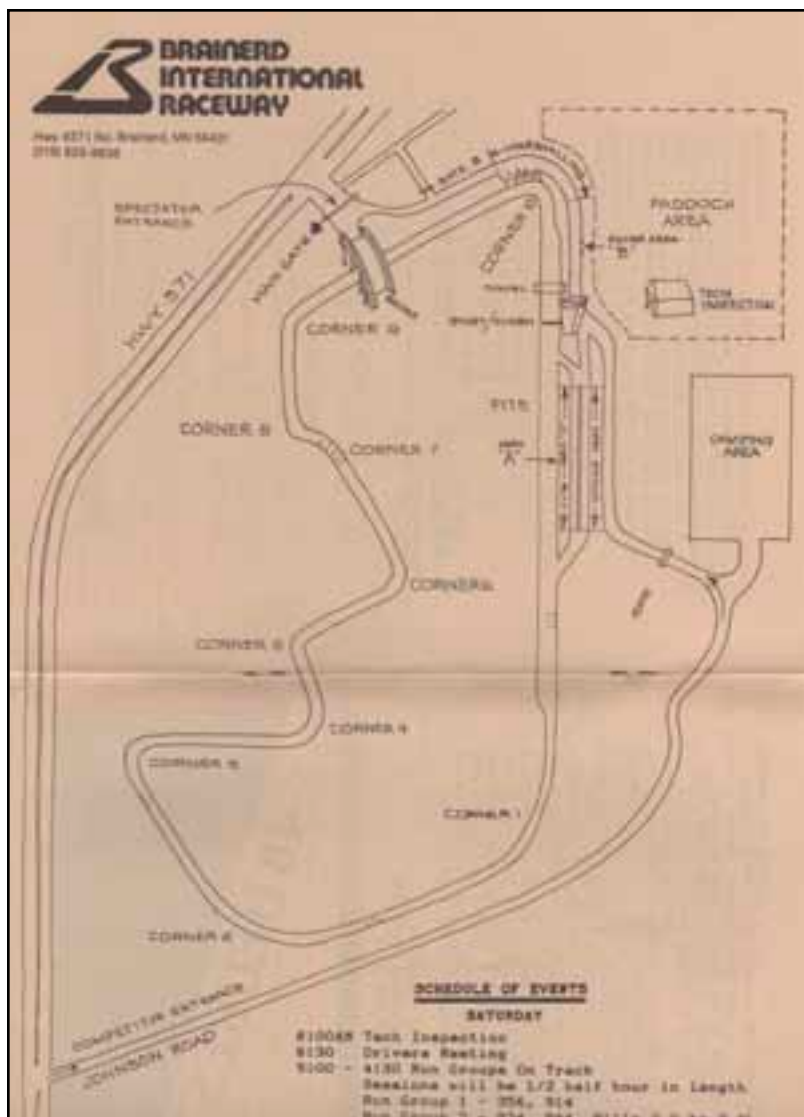


Above, May 1985 Cover



Right: The May '85 centerfold is a hand lettered map of BIR. Note only the "tech barn" is shown in the paddock. The competitor entrance is now long gone, even the B gate is no longer used. The current tower above the tunnel hadn't been built by 1985.

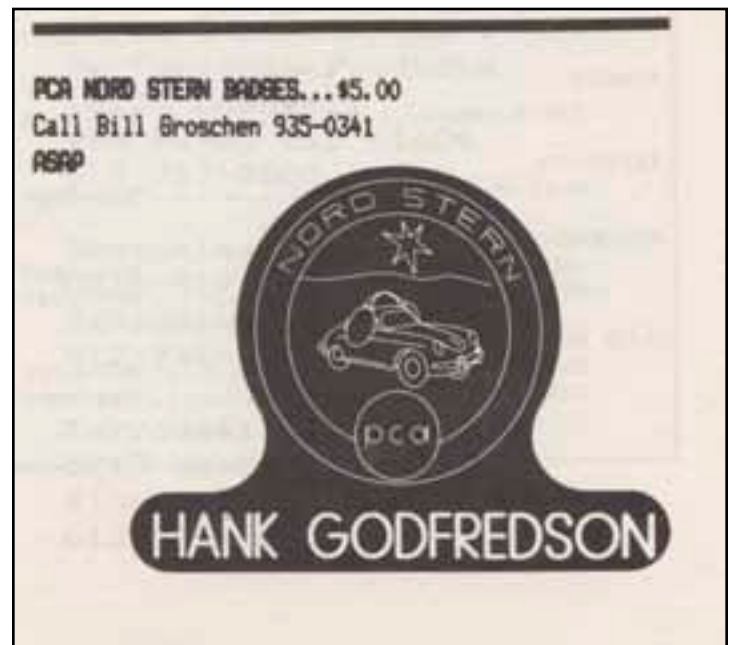
Below: Phyllis and Hank offer a great, original cartoon with multiple models. Billy G, we know who you are! (editor's note: and I am not shy about admitting that I totally use freeway exits to 'practice' some of my track skills!)





## The Scans continue . . .

Right: The name tags are rarely seen; who knew they are now over 25 years old?





# GALA

You're invited to the opening gala reception of perhaps the worlds largest exhibit of automotive and motorcycle fine art.

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Opening Gala Reception: Saturday, June 30, 7-10 pm  
Meet the artists  
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Light hors d'oeuvres and desserts  
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Curators: Michael Jekot and Doug Meythaler

<http://www.hopkinscenter.com/velocity2>  
<http://www.facebook.com/Velocity2>

Nord Sterners are Invited to Velocity 2 Gala Opening Night Festivities June 30! Art Show runs until August 3 at Hopkins Center for the Arts



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# Own the Cone . . .



## Get your track fix and test your technical driving skills at the **Nord Stern Autocross Event**

**June 24, 2012**

This event will be held at the Dakota County Vo-Tech facility and is a co-event with Corvettes of Minnesota.

Registration fee: \$30 (\$35 at event). Please register early on [www.clubregistration.net](http://www.clubregistration.net) as this event is limited to 100 cars

Helmet and Tech form needed

On-Site Tech inspection available

Run what you bring – car classes are: Novice, Street Tire, Prepared, Stock, Pro, Street Prepared, ST, STS, SSM, STR, MOD, V, PCA

This is a Nord Stern points event and a Met Council Autocross points event.

Eventmasters: Paul Ingebrigtsen, and Harvey Robideau

Contact: Paul at 651.503.5403 or e-mail: [pingebrigtsen@hotmail.com](mailto:pingebrigtsen@hotmail.com)

Location:

Dakota County Technical College  
1300 145th Street East  
(County Road 42)  
Rosemount, MN 55068

Registration: 8 – 9 am



# Nord Stern's 2012 Loonacy Club Race

Brainerd International Raceway  
The fastest track in North America

July 27 - 29

20th  
Anniversary  
Race

1993-2012



Also featuring:

Tour de Loonacy  
Bicycle Race

David Murry  
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Bring the family and spend some time in Minnesota's vacationland.

Registration opens June 18th at [register.pca.org](http://register.pca.org).

More information available at: <http://nordstern.org/ClubRace.asp>

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

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

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

Rick Moe  
nurburgring, inc.  
[dasring.com](http://dasring.com)

# Parade - It's Not Too Late to Join The Fun!

Courtesy PCA

The 57th annual Porsche Parade will be held July 8-14, 2012 in Salt Lake City, Utah, and there is still time to join us. Parade registration may be accessed by logging into your [pca.org](http://pca.org) account and following the links.

Salt Lake, known as the "Crossroads of the West," is a fun, family friendly city with theatre, restaurants, nightclubs, museums, and more. The weather should be hot, but dry and sunny. In other words-summer time!

In addition to all the fun you can have in the city and surrounding areas, we of course have a full week of Parade activities lined up for you. There is still room to join in any or all of the four competitive events: Concours, Autocross, TSD Rally and Tech Quiz. We have beer and wine tasting events in Hospitality, our Art show, a 5k run/walk, golf tournament, gimmick rally, banquets, RC car races and the Michelin Drive & Compare. Tech Academy will be held on Friday, with plenty of hands-on instruction about do-it-yourself maintenance. The local region, Intermountain, will round out the week with a DE at nearby Miller Motorsports Park.

For more information about the week, go to our website: <http://parade2012.pca.org/>.

Our headquarters hotels will be the Little America and Grand America Hotels. Located in the middle of downtown, the hotels

are on a light rail line, making it easy to get around the city. Little America has Salt Lake City's largest indoor/outdoor pool, and both have extensive underground parking areas. Within easy walking distance is Salt Lake City's newest mall (It just opened this March)-City Creek Center. Spread across three blocks in downtown Salt Lake City, City Creek Center has eighty stores and restaurants either open-air or covered by a retractable roof.

About a mile from the hotel is Utah's state Capitol, where we will hold the Concours. The Capitol was built on a hill overlooking the city, and is the perfect place for you to show off your "baby". The Autocross and the Michelin Drive and Compare will be held at Maverick Center, a 10 minute drive away.

The week promises to be an exciting one. Come celebrate 57 years of club history, and your chance to experience all that Salt Lake City and Utah have to offer.

This email was sent to All Region Newsletter Editors by Wendy Shoffit and the National Porsche Club of America, Inc. You may opt-out of receiving emails from PCA National by updating your PCA membership record at our web site. Read the PCA privacy policy.

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• Social Events • and more!

**Registration  
closes  
June 22,  
2012!**

# Special Exhibition in the Porsche Museum

## May 26 - August 26

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### 60 Years of Porsche Clubs

**S**tuttgart. For six decades, the history of Dr. Ing. h.c. F. Porsche AG, Stuttgart, has been inseparably associated with the worldwide enthusiasm of the Porsche Club scene. 60 years ago, on 26 May 1952, seven passionate Porsche drivers founded the Porsche Club Hohensyburg in Westphalia. According to its articles of association, the common goal of this first club was to “unite all Porsche drivers in friendship and comradeship”. The creation of this first club was the foundation stone for a long and unique success story that has become a global phenomenon.

In the early Fifties, it was still a rarity to encounter a Porsche on the open road. This resulted in a greater sense of solidarity between owners – not just in Germany. The Porsche Clubs’ international success story begins in 1953 with the founding of the Porsche Club Belgium. Two years later a private group of American Porsche customers, who were providing one another with technical support, spawned the Porsche Club of America, which nowadays represents the largest Porsche Club organisation in the world. And in 1961, in Great Britain, enthusiasts of the Zuffenhausen sports car brand founded the Porsche Club Great Britain, which has now developed into the largest Porsche Club organisation in Europe. Today, the 640 officially recognised Porsche Clubs with their approximately 181,000 members from more than 75 countries constitute the world’s largest automotive sector brand club.

The Porsche Clubs live the Porsche brand, seven days a week and 365 days a year. Club members’ high voluntary commitment makes them important brand ambassadors and thus part and parcel of the Porsche brand. That is why the Porsche Museum is honouring the Clubs’ 60th anniversary with a special exhibition. From 26 May to 26 August 2012, the sports car manufacturer will be looking back on six decades replete with exciting club activities. Not only will Club members’ special vehicles be on show but special photographs, documents and small exhibits will also relate their personal stories and experiences.

In addition, all museum visitors will be invited to select the most beautiful exhibit as part of a “Concours d’Elegance”. The choice is between twelve different vehicles, including the twelfth Porsche 356 produced in Zuffenhausen, a Porsche 968 Turbo S and a Porsche 911 Turbo Targa. Dr. Wolfgang Porsche as well will be providing a rare vehicle from his private collection for the special exhibition: a 911 Turbo S (993). Moreover, a 1970 Porsche 914/6 GT will be on show, as will a Porsche 911 S “Club Coupé” that was brought out in a limited edition of 50 units exclusively for American Club members to mark the 50th anniversary of the Porsche Club of America.

The museum shop will be offering a selection of special items for sale: the new volume “60 years of Porsche Clubs” by in-house publisher “Edition Porsche Museum” introduces the reader to the history of the Porsche Clubs in approximately 180 pages. The book acquaints the reader with the most interesting, beautiful and spectacular Club moments. The book is available in German and English for 14.90 euro. Also, the museum shop is offering a metal “grill badge” on the occasion of the Clubs’ 60th anniversary – that can be affixed to the air intake grille on historic Porsche models. The “grill badge” is approximately 95 millimetres in diameter and costs 35.00 euro. An anniversary pin is also available, priced at 5.00 euro.

The Porsche Museum is open Tuesday to Sunday from 9 a.m. to 6 p.m. Admission is eight euro for adults and four euro for concessions. There is free admission for children under the age of 14, accompanied by an adult. Additional information is available online: [www.porsche.com/museum](http://www.porsche.com/museum).





# Book Reviews for Porschephiles

## Le Mans — The Behind-the-Scenes Story of the Big Race

by Stirling Moss, published in 1960 by Hanover House, Garden City,  
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

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Stirling Moss is still considered by many to be the world's greatest Formula 1 driver: "the greatest driver never to win the World Championship." Turns out that Stirling Moss is also an author, with over 20 books to his credit as author or co-author.

One of Moss's first books is the subject of this review. Most books about the 24 hour race at Le Mans are about the race, car positions, accidents and the winners. They tend to be written from an outsiders or overview perspective. *Le Mans — The Behind-the-Scenes Story of the Big Race* truly presents an insider's perspective. It is virtually a diary of the seven days the Aston Martin team spent in France in June 1959. This was their tenth bid for outright victory in the Twenty-Four Hour Grand Prix of Endurance.

After covering the interesting background of the David Brown industrial empire and the acquisitions and merger of Lagonda and Aston Martin, the real story begins on Monday with the arrival of the team transporter and the workshop van in the village of La Chartre-sur-le-Loir, France. Other team members arrive in other vehicles, including two Lagonda Shooting Brakes (station wagons to us Yanks), capable of 100 mph (this at a time when the then current Porsche 356A tested by The Autocar had a Top Speed of 102 mph).

At the time, Aston Martin was known as one of the best organized racing teams in Europe, and the book includes a copy of the Movement Schedule showing in detail who goes where, when and by what means of transport for the entire ten days of Aston Martin's Le Mans 1959 operation. It is precise enough to do a US Marine Corps Logistics Officer proud. An item of particular interest to some American readers is that 1959 was the year that Carroll Shelby was part of the Aston Martin team and, as it turned out, Shelby was co-driver of the winning car, so his movements are duly prescribed in the Schedule. Tuesday efforts started in earnest with the GT car off to technical inspection, with

one of the race cars diverted to a road outside of town where pit stop practice was conducted. The book then describes how that night, all the cars returned to the same stretch of road for headlight adjustment. How different from modern techniques with optical headlight adjustment equipment, even self adjusting lights. That's what makes this book a must buy — its intimate rendition of how a

race team worked in the days of hands-on involvement, where the human element was an integral part of racing. And of course, Stirling's personal observations about other drivers, team managements, and other cars, are, in a word, priceless.

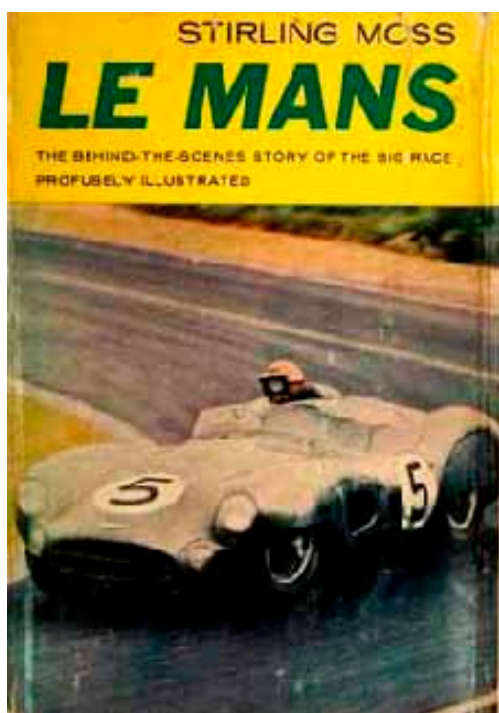
The third chapter is blow-by-blow commentary on the race. There is something captivating about a report full of "I did . . . rather than "Moss did . . . Interestingly, Moss's car succumbed to a broken valve after just "five hours of motoring." This left him with some 19 hours to observe and comment on the trials and tribulations of other cars and teams, as well as to tour and describe the infield circus which is so much a part of the Le Mans experience for so many tourists.

The final chapter of the book consists of interviews of the winning drivers, interviews conducted by Stirling Moss,

not of Stirling Moss.

This book consists of four chapters, 128 6 x 9 inch pages, illustrated with black and white photos, as befits the era. Most of the pictures show preparation work, only a few are the cars-at-speed genre. And, there is Porsche content in this book — there are two photos of Porsche RSKs.

*Le Mans — The Behind-the-Scenes Story of the Big Race* is usually available at Amazon Books for approximately \$40. This will probably be a used copy.



# 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](mailto:editor@nordstern.org).

## 1985 911 Carrera Club Racer/DE car



\$15,000 Contact Jim Holton @ 218-525-9229. This is the right Carrera to own for Club Racing with the new weight reduction to this model in E class. Johnson Autosport prepared, fully sorted club racer/DE car with all the right stuff: Non sunroof Coupe. Black Paint, body excellent condition, front of car just repainted. 48,000.00 miles. Strong Dyno results available. Call Jim for more details!

## 2001 Twin Turbo

59,424 miles, 60,000 service performed by AutoEdge, \$50,000-FAST, FAST, FAST! Don Erickson, 651-587-7975, [dke621@gmail.com](mailto:dke621@gmail.com).

## 2001 Carrera 4 Tiptronic

74,768 miles, IMS bearing replaced & 75,000 service performed by AutoEdge, \$27,000—FUN, FUN, FUN! Don Erickson, 651-587-7975, [dke621@gmail.com](mailto:dke621@gmail.com).

## 944 / 951 track Car

Engine upgraded to turbo S specs built by Terry Heath, Tranny is Turbo S, Chrome Molly cage, Lexan windshield, coil over's front and rear, Elephant Racing Blazek Control arms, Turbo S brakes, front splitter, Forgeline 8" and 9.5" 17" wheels with Toyo RA1's, electric cutoff. 17 foot Fetherlite trailer also available with car. Contact Steve Meydell, 763-416-1655 or [Steve\\_m@caryerday.com](mailto:Steve_m@caryerday.com).

## 2004 911 GT3

Superb, award-winning 2004 911 GT3 with unique details. Extremely low mileage (less than 10,000) and in fantastic condition. Spotless! Speed yellow, black leather interior/full leather. This car is loaded! Options such as Xenon Headlights, Climate

Control, Power Windows Central Locking System\* Electric Sport Seats with Yellow Stitching, Carbon/Aluminum Brake/Shifter, Ceramic Composite Brakes, 6 Speed Manual, Porsche Crest in Headrests, Speed Yellow Seat Belts and more. Never been driven on the track...carefully stored in the winter. This is being offered to Nord Sterners first for \$69K OBO. Becky Dvorak, [bbaily@carrerrainc.com](mailto:bbaily@carrerrainc.com), 612-309-7149.



## 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 PCAGT3. Reasonable offers entertained. Ray Newman, [r.clayton.newman@gmail.com](mailto:r.clayton.newman@gmail.com), 612.202.1370.

## Wheels

Set of 17" track wheels. OZ Racing Fittipaldi 17 inch 3 piece with center caps. Four 8 1/2 J x 17 H2E56. Two 9 1/2 J x 17 H2E56. Porsche 5x130 bolt pattern. \$600/OBO. Chuck Ready, email at [ready\\_c@hotmail.com](mailto:ready_c@hotmail.com) or call 651-484-6392.

## 2006 Cayman S

17,715 miles, original owner, all maintenance done at Maplewood Porsche. No-accidents/damage, non-smoker, always garaged, never in snow, no track time. Car is in excellent condition, it's been well cared for from day one. Arctic Silver exterior, Stone Gray standard interior leather and floor mats. 6-speed manual, TPMS, Color wheel crests, clear turn signals. 18" Cayman S Wheels, Homelink system. 3M clear bra on hood, fenders, bumper and side-view mirrors. Interior is in excellent condition. \$35,990. Scott Swanson 952-953-6222 - [forest3359@yahoo.com](mailto:forest3359@yahoo.com).

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# Our Zone 10 Calendar of Events - Join In

## 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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Service: MF: 7a - 6p, Sat: Closed

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Service: MF: 7a - 6p, Sat: Closed



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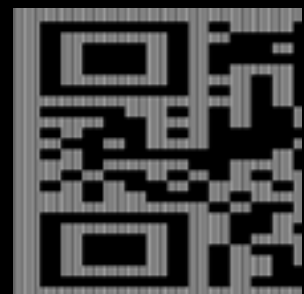
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