

Nord Stern

July 2012



N O R D S T E R N



PORSCHE

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

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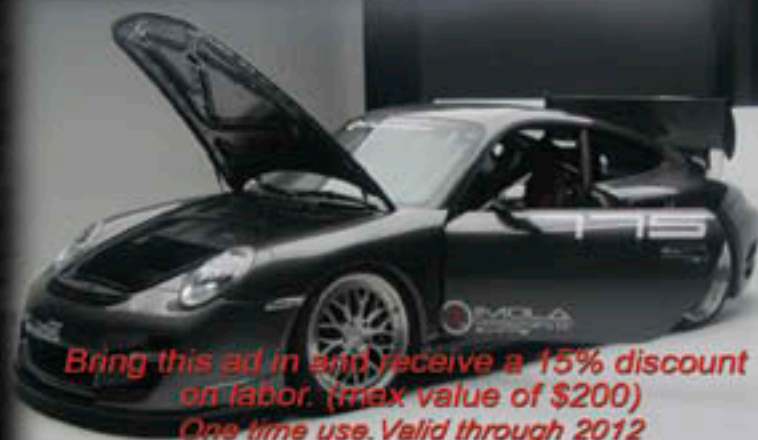
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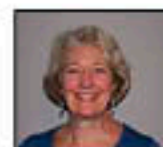
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The Nord Stern Loonacy Club Race held on July 27-29 is worth the drive to Brainerd - even if you are not driving in the event.

We in the Nord Stern region are lucky in that we are big enough to hold many events of various interests throughout the year. We have Social Drives, our All Porsche Show, Tech Sessions, New Member Socials and Track driving events, of which the Club Race is our biggest. Many regions are unable to host such wonderful programming!

While it is true this is a race weekend, it really is so much more as well. The Loonacy Club Race has a fun and festive atmosphere from the beginning to the end. **Roger Johnson**, our Club Race chair has many activities lined up for the three days. There will be again the *Tour de Loonacy*; an opportunity to tour the track on your bicycle after the motorized racers are done on Friday. Saturday night is our huge charity auction organized by **Keith Jones**. There will be silent and live components to the auction and many extremely interesting items to bid on. All funds go to benefit the club's charity, Courage Center. If you have items to donate please contact Keith Jones - keithj@moscoe.com.

Racers come from all parts of the U.S. to take part in the wheel-to-wheel racing that is very exciting to watch over the whole weekend. The weekend also offers great value for those who want to run their car around the track practicing their high speed driving skills in one of our Driver Education run groups. There are 14 thirty-minute DE



sessions over the three day event! All at regular DE costs - what a great value. Professional Racecar Driver David Murry will be on hand all weekend to offer Pro Coaching sessions, the perfect thing to take part in if you want to drop some seconds off your lap time.

Many members, who are not driving on track that weekend, make the trip up to Brainerd just for the day to watch the action or bring whole families stay the weekend at one of the many resorts. With the countless lakes, resorts, waterparks and 450 holes of golf, once up in Brainerd there's more than enough to do for the whole family to take part in when you are not at BIR.

There is so much going on and so many fun people involved with this event it really is worth putting on the calendar. Hope to see you up in Loon country in a few weeks.

PCA Membership News and Discount Information . . .

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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Ross Clifford
Maple Grove
2004 911

James Garrett

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.

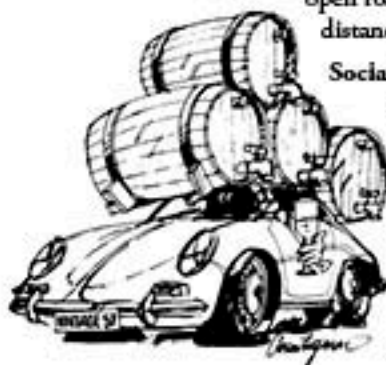
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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.

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



As always I am leaving this column to the utter last. Hate that, and it's nice outside with the sun shining and here I sit wrapping things up for another issue. But what an issue this one is. It's been a big pleasure working on it as it includes a number of member submissions (none of which I had to beg for, wowie) along with several new advertisers (stay tuned for more info on each of them) and the inaugural 'Advertiser's Apex' Ad Manager Jill Daneu has been working so faithfully on to bring us a monthly compilation of information on each and very business you see on our pages! And that means both the useful stuff and the fun and interesting stuff. So if you are an advertiser, help us out and get your 'answers' back to Jill. And rest assured, you don't have to

be a writer at all - we've do the heavy lifting!

It's summer, lots to do and see and be a part of within the club. Jim Bahner talked about the upcoming Club Race and DE weekend - definitely an event for one and all. There are drives, a rally, all that good stuff. Take advantage - this isn't California where they drive all year long (but do they have any more fun that we do? I don't think so!) so get there and join us.

Please enjoy the pictures, the recap articles and captions along with Keith's adventures going the DIY route and also a really nice article from Courage Center about member Mark Kedrowski and the work he's doing as he recovers from a life-altering accident. It's inspirational and the next time I stub my toe I won't even blink an eye!

See you at the next event . . .



Mark and Janet Pladson - 60 or so race cars were escorted to downtown Sonoma Saturday night for food and wine. Mark says he hopes to be racing next year!



Race winner 935 follow by 934.5



Three of the cars from One-Eleven Motorsports racing together at Sonoma

Out and About with Nord Stern at Sonoma Historics

photos and captions by Mark Pladson



Brian Howlett Morgan +4 holds off two Porsche Abarth

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Rookie Racer! by Jim Leslie

What a great club we have in Nord Stern!

Last weekend was my rookie race weekend at Hastings Motorsports Park. We had a solid contingency from Nord Stern, so when we were all getting set up in the paddock, it felt almost like a BIR event. It was great to be around friends to share the anticipation of this inaugural race weekend.

Prior to heading out, Ron Lewis and Pat Kelly were helping me think through the races and getting me mentally prepared. This was a great help in getting me to visualize the races before I started. Jerry Greene agreed to be my mentor for the weekend, so I knew I had a talented and friendly guide to help me be where I needed to be when I needed to be there.

Mike Sabers and I were both at our rookie weekend, so we were catching up at breakfast and sharing our anticipation, excitement (maybe even a little trepidation). As Mike said, he (and I) didn't want to be "that guy" who makes mistakes, takes out other drivers, or does something to reflect poorly on ourselves

or our club.

At the track, everyone was incredibly supportive. Ron gave me great coaching throughout the weekend. However, it is NOT true that

the car was a drone and the steering wheel was disconnected while Ron controlled the car remotely from the paddock! Jerry encouraged and coached me before each race on what to expect and how to navigate traffic.

When I cut a tire before the practice starts, Ron found a donor wheel/tire to save the stickers, and Mark Steingas ran over to get them mounted on the car telling me to get into the car and get



Continued on page 14



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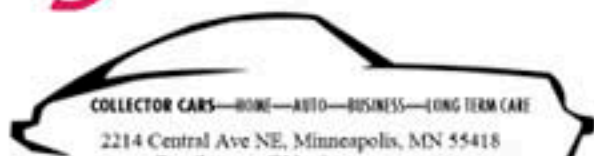
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2012 Calendar ...

July		2012	Eventmaster: John Dixon, eyerack@tcq.net	
9-10	Nord Stern Driver Ed at Road America Elkhart Lake, WI		October	2012
27-29	Nord Stern's Annual Driver Ed and Club Race Brainerd International Raceway Driver Ed Eventmaster: Ron Johnson, porschebreathe@earthlink.com Club Race Chair: Roger Johnson and Ron Smith		20	Octoberfest/Annual German Carfest Details TBA
August 2012			November	2012
11	Annual Summer Drive: Vino in the Valley Eventmaster: Randy Walker		11	Annual Old Log Outing, Details TBA
September		2012		
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			

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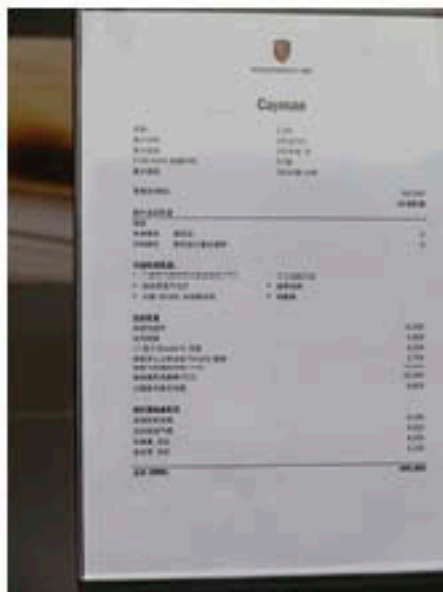
by Steve Meydell

Recently I was in Shanghai during the F1 race on April 15 and had a chance to attend the practice and race on Saturday and Sunday. One of the special extras was that the usual GP2 support race is not part of the Shanghai race but the Porsche Carrera Cup ASIA is the preliminary event.

As to the F1, this was my first time attending the spectacle of the F1 at any venue, and I must say it was very interesting. Because Keith Jones has been to the circuit Shanghai before, he shared some special insights. He is lucky enough to stay just north of the circuit, two train stops in the direction almost no one is traveling coming or going from the event. I did take his advice and took the train from Pudong (an eastern suburb of Shanghai), which was about an hour and twenty minute ride. It drops you about 150 yards from the entrance. Driving and parking would have been 3 hours each way. Traffic in the Shanghai area can be as bad as it gets. He also suggested fantastic seating between turns 1 and 2 which allowed us to see turn 3 as well. I wish I would have rented the F1 vision hand-held TV so I could have seen more of the race. The big screen monitor across the track from us was OK but certainly was not clear as Speed channel is at home. One thing I would like to know is how do they make the sky look somewhat clear and blue! My pictures look like the smog-filled sky I see in person.

The track entrance is bustling with all the various vendors because Michel Schumacher won at Shanghai in 2006 driving for Ferrari and he has been very accommodating to the Chinese fans; they like him a lot. While you can buy over-priced souvenirs for any team or driver, only Michel has his own tent. Porsche had a tent because of the Carrera Cup and the prices would kill us. A Cayman sells for the equivalent of \$140,000 USD; that is a Cayman, not an "S". The Mercedes people had a tent and an area where you could go for a taxi drifting ride in an SC 63 AMG.

Seeing the race in person gives you a different experience from the TV coverage, some of which is surprising. It is clear these cars are stuck to the track; when they turn in they TURN IN! The Porsche Cup cars almost look like drifters in comparison. The sound of the exhaust is amazing. I had on shooting ear muffs and it was loud! In comparison the cup



cars were like loud street cars. I could clearly hear the exhaust difference between Vettel's older exhaust and the other cars (I guess next week he changed it). It was a nice change to see Rosberg and Mercedes win for a change, it seems that the tire degradation problem has been resolved by Mercedes. I was pulling for Schumacher as most of the non fanatical Ferrari Chinese were.



In China it is cool to drive a Ferrari, but if you can't own one you can be a fan and wear a shirt.

The support race, as they call it, to the F1 in Shanghai was the Porsche Carrera Cup Asia Shanghai. This was the opening event of this series' 10th season. The Porsche Carrera Cup Asia, from what I can tell, is like our IMSA GT3 challenge cup. The Shanghai event is one of the stops on this six stop season. The field sports a driver as young as 19 (a little older than Snow) and a Lady driver, Rose Tan of Team C&D; overall 12 nations or territories are represented.

This series has two races at Shanghai to kick off the season,



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with qualifying and race one held on Saturday and round two held on Sunday. The top eight finishers in the first race were reverse gridded on Sunday (Roger Johnson did you export the



Loonacy grid to Asia?) for the event before the F1 race. Alexander Imperatori (Swiss living in Shanghai) of team Star Chase won the first race with Class B winner Anthony Liu (Chinese) of team BBT.

For the reverse grid start race Sunday, Alexander Imperatori



moved up from eighth to take the checker again and Egidio Perfetti (Swiss) Seminole Racing took the B win. Looks like the Swiss have found something to do with the money in their banks.

It was fantastic to see so many GT3's fighting for position and driving on the edge. The F1 cars are much faster but the dicing



for position, especially in the turns, does not seem to be the same as the P cars. More two and three wide into the turns and more sawing at the wheel to stay at the edge of traction.

All in all it was a very fun weekend away from home and I would suggest if you are near an F1 race you should see if you can't attend it. I would not go every time, but maybe every circuit once.



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

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

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

Costs: First car, first driver: \$350

Same car, second driver: \$310

Rookie Racer

continued from page 8

ready to grid. When I went for a wrench to help, Mark said again - "get in the car, Jim. I've got this!"

After I lost positions in the second race to traffic (that's my excuse and I'm sticking with it!), I sat down with Clint Sawinski who gave me 15-20 minutes of his time to help me learn from what I experienced and to help me avoid making those mistakes again.

Throughout the weekend, as I was working on the car, I discovered tools I needed for the cup car that I didn't know I needed. Mike Courtney was extremely, well, patient with me as I kept coming over to him to ask for help. Jerry, Clint, and Mike all lent me tools and expertise when I needed!

I haven't even mentioned the great hosts we had at Hastings, or the fantastic national race steward who taught us in the orientation

meeting, or the unabashed support of our fine Zone representative and her husband. It was a picture perfect weekend, made so by the fantastic people in PCA, and especially in Nord Stern. I am so excited to be a new club racer, and feel extremely fortunate to have been set on this course by Nord Stern. Thank you all (and my apologies to those I failed to mention).

I love being a member of Nord Stern!

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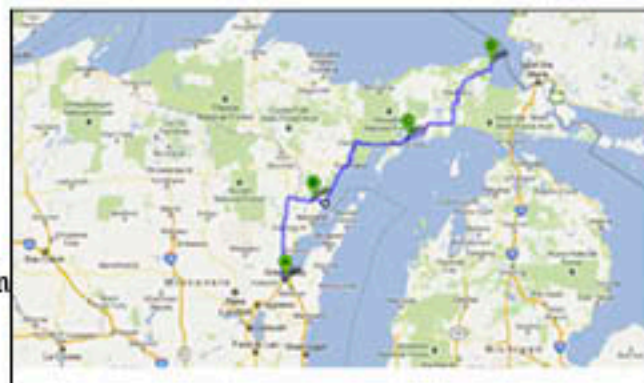


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Travel with the Fox Valley Region to Paradise!

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. 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 or to Ron Pace at ronald.pace@kohler.com.

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

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email: rswalker@baldwin-telecom.net



Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. There will be a free guided tour of the cheese factory, after which you will be able to browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information check out their website: <http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 11th, 2012
- **Start Location:** Point Douglas Park, Prescott WI.
- **End Location:** Vino in the Valley.
- **Time:** Arrive by 11am, we will leave the lot at 11:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60 Nord Stern club members who register by Aug. 6th 2012.
- The event will be open to non Nord Stern club members if space is available. No registration will be accepted the day of the tour.
- To register please send an email to: rswalker@baldwin-telecom.net

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!
You will not be disappointed

Never been on THIS track (prior high speed track
participation required)? There will be experienced
Instructors on hand to help learn the track
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)

Advertiser Kudos . . . Congrats to Raymond Auto Body

courtesy Keith Jones

I just heard some cool news. Raymond Auto Body, a long time Nord Stern advertiser and club charity supporter has just been awarded PACC certification (Porsche Approved Collision Center) by PCNA.

The other PACC shop in the Midwest is way the heck out in Denver. Please join me in congratulating Jerry and Joel. I know many of us trust our Porsche and other cars only to Raymond.

And stay tuned to hear more about Raymond Auto Body when they are profiled in our Advertiser's Apex feature coming soon to our newsletter courtesy of our Ad Manager, Jill Daneu.

See pdf file of the letter received by Jerry and company just a couple of weeks ago. Very exciting news for our region and fellow Porsche owners.

Milwaukee Driver Ed Event at Road America - August 10, 2012!

by Bill Wright, Milwaukee Region PCA

The Milwaukee Region invites all Nord Stern members to participate in our annual Driver Ed event at Road America. This year, we have moved the event to Friday, August 10 in hopes of finding better weather. Too often, our early May event was plagued by rain, sleet, and even snow (gee, we wouldn't know anything about that here in Minnesota!).

Registration for our event will be online at www.motorsportreg.com. This year, we are focusing on novice participants who have thought about participating, but have not yet taken the plunge. We will have a couple of evening classroom sessions to get new participants acclimated before the event.

If you or your members have questions, feel free to contact me via email (bill@coqmatic.com or 414.303.7509).



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Billy G's Beat: Volume 4

The Inevitable Progression . . .

by Bill Groschen

The Inevitable Progression of a disease called "Track Time" - depending on amount of disposable income (or not!). (editor's note, I lost the original manuscript for a bit and used Bill's illustrations one volume too soon. Here they are in the right context. Enjoy!)

Step 1: Somebody talks you into taking your daily driver to a Driver Education day at a track near you. Probably a buddy your wife will hate forever (exactly why all women need to take the Driver Training course, too!)



Step 2: That was great fun! Do it again but with 91 octane gas and new brake pads.

Step 3: I feel the need for SPEED and therefore more car prep. Frozenrotos, race pads, jack, jack stands, tool box, torque wrench and race tires, all on top of or inside car.



Step 4: Maybe some

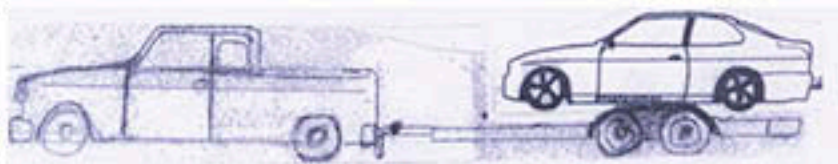
suspension mods, fatter sway bars,

more negative camber, front splitter, rear spoiler and a 'Track Pal Trailer' for all yer junk. Race tires, jack, jack stands, tool box, food and water. how about a 'Chip' for the ECU?



Step 5: Oh! Oh! Getting serious now. Gotta have a tow vehicle

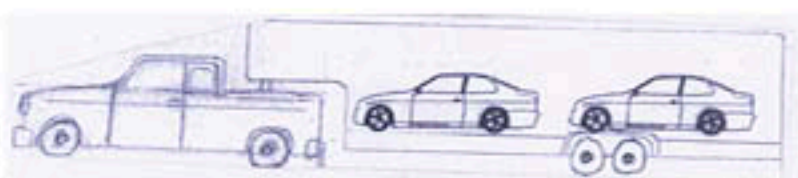
and open trailer so you arrive at the track ready to go 'flat out!' Need extra race tires, rain tires, air compressor, generator, ramps, beer/pop cooler, tent, table and lots of munchies.



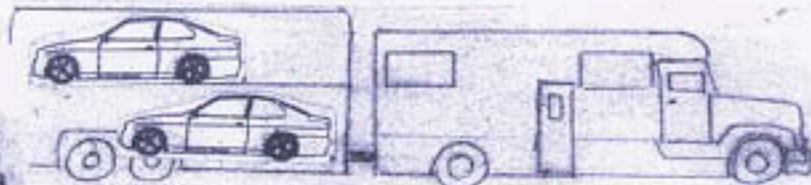
Step 6: Really serious now buddy boy. Gotta have an enclosed trailer and probably the need of a heavier tow vehicle. An awning for trailer, table and chairs, bicycle or electric scooter for buzzing around the paddock and visiting others like yerself. And of course all the 'stuff' from steps 1 through 5.



Step 7: Bigger tow vehicle and a goose neck trailer for two cars and all yer Junk so you and yer buddy can share gas and expenses going to farther away tracks more often.



Step 8: Stop messing around! Got for it! You need a toter-home so then you have a nice warm, dry place to hang out when you are not on track burning up copious amounts of fuel and tires. The bonus? Now you have room to drag along all year 'stuff' from steps 3 through 7.



Step 9: "Let Bob Do it". Arrive and drive. Give your car to Bob at AutoEdge and let him prep it, check it, gas it, air the tires, warm up the car before ou hit the track and provide the food, drink, awning, lounge chairs, etc. etc. Note, Steps 8 and 9 are interchangeable!

Nord Stern's Courage Center Connection . . .

by Mary Jellison

Physical, occupational and speech therapy: Mark Kedrowski's 'trifecta' following a devastating plane crash . . .

In September 2010, 39-year-old pilot Mark Kedrowski flew out of Lake Elmo Airport. Suddenly, at 200 feet, the propeller of his single-engine plane stopped. Kedrowski crashed in a field, hitting the ground at 100 mph. Rescuers, who found him conscious and still buckled into his seat, peeled parts of the plane away to free him. His left leg was so damaged it later had to be amputated. His right leg and ankle sustained multiple injuries. Kedrowski also experienced a traumatic brain injury.

The founder of Blue Earth Interactive, a successful and growing web development company, Mark Kedrowski admits he is lucky to be alive. While he won't give you a running list of his injuries, he will tell you about the progress he has made at Courage Center St. Croix in Stillwater.

After his hospitalization and immediately after discharge from acute rehabilitation, Kedrowski was fitted with a prosthetic left leg. "I stood up then and there, surprising everyone. Now I'm working hard in physical therapy to strengthen my right leg and improve my gait. I'm walking short distances already, and hoping to walk more smoothly and farther."

Kedrowski receives occupational, physical and speech therapies – he calls them his trifecta of therapies – at Courage Center St. Croix three mornings each week. "I'd like to say my progress is totally because of my hard work, but it's not. My therapists deserve a lot of credit. They care about me and are vested in my future success. They really care. They believe in me. As a result, so do I."

After his crash, Kedrowski had plastic surgery to reconstruct his face, which was shattered. "My speech therapists at Courage Center understand how my bones are now configured and what nerve damage I sustained. They've helped me relearn how to use my facial muscles so that I now speak clearly."

Kedrowski's speech therapy also addresses aspects of the traumatic brain injury he sustained in the crash. "Mark does a remarkable job of working on memory and problem-solving skills in spite of the worry associated with remembering numerous medical appointments and procedures," said Peggy Perry, speech therapist, Courage Center St. Croix. "He has retained his wonderful sense of humor. Other clients look up to Mark as an example of survival and progress."

Prior to his injury, as a member of the Nord Stern Porsche Club, Kedrowski

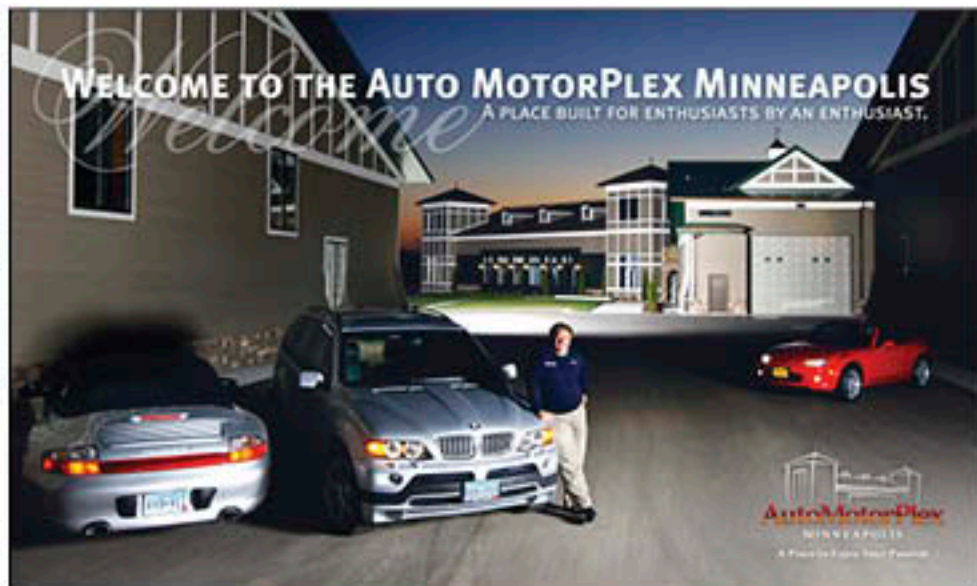
helped raise funds for Courage Center.

In occupational therapy, Kedrowski and his therapist Valerie Schuld work to regain the functional skills he needs to fulfill his roles as a fiancé, father, son, homeowner, athlete and businessman.

"We work on daily activities such as meal preparation, household management, leisure activities, dressing and driving," said Schuld. "We're addressing underlying skills, such as working memory, strength and functional movement."

Kedrowski is a dedicated, hard worker and has come a long way since he started at Courage Center. "When he first began therapies here, he needed assistance to perform most of his daily activities," Schuld said. "Now he's able to complete his daily activities with little help, has returned to driving, and has seen a tremendous improvement in upper extremity strength."

This article is reprinted with permission of Courage Center. It originally appeared in the Winter 2012 issue of *Onward*, a publication for Courage Center donors.





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Out and About at Dent Draft's Tech Session

photos by Jill Daneu



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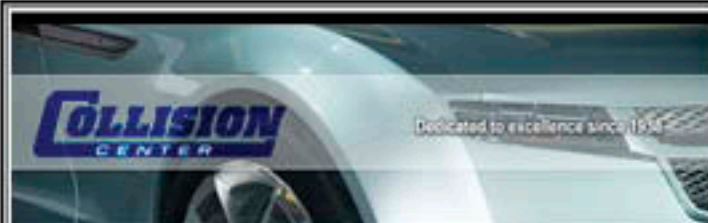
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Calling All Nord Sterners
Like to Drive your car?
Like to Eat? Then plan on:

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.

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



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Brainerd International Raceway
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Friday - June 8
Thursday - July 5

- Format:** No run groups - Open track 9 am to 6 pm
Up to 8 hours of on track time
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If your happiness requires more track time visit
www.slowpokes.org

THE SELF-SUFFICIENT PORSCHE

By the looks of it, and by the way it handles, you would expect the Porsche 924 to be high-strung and demanding. But it turns out to be one of the most practical of all sports cars.

Goes 500 highway miles on a single tankful.

The 924 is designed to cope with the energy crisis. It gets a surprising 31 miles per gallon on the highway ('77 EPA-estimated) and 17 mpg in the city, with standard transmission. Your actual mileage may vary according to where and how you drive, your car's condition and optional equipment.

Has a carrying capacity of 18 cubic feet.

Thanks to pneumatic assists, the rear window/hatch lifts up

effortlessly, providing quick access to your belongings. For maximum space—an amazing 18 cubic feet—the rear deck folds down. And for privacy, there is a built-in cover that conceals your luggage.

Handles with ease.

The 924 belongs to a new generation of Porsches that uses the transaxle system. With the engine in front and transaxle in the rear, weight is almost perfectly balanced; handling is something you have to experience to believe.

Shifts for itself, if you wish.

In recognition of traffic conditions today, and acknowledging those who prefer not to shift, this is the first Porsche ever to have a fully automatic transmission as optional equipment.

Costs less than you think to own and care for.

The 924 costs under \$11,000.* And the engine was designed to make parts accessible and servicing easy, keeping repair bills to a minimum.

So, if you have to ask what it costs to own a Porsche, you may still be able to afford one.



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THE 1978 PORSCHE 924

*Suggested 1978 retail price \$10,995. MSRP. Excludes destination, local taxes, and dealer delivery charges additional. Automatic transmission, sunroof and special wheels optional.

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 30+-year-old issues are fascinating because they are so historical and the contents describe a time 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

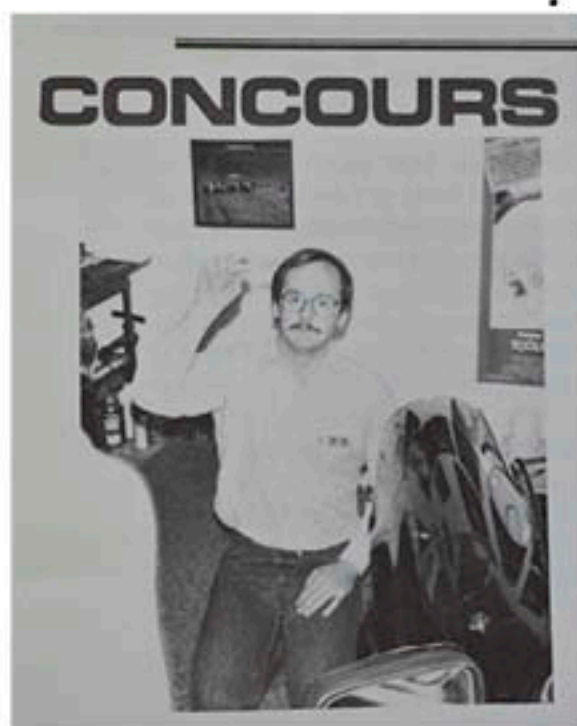
April/May, 1981

- Dick Guthart is President; Gordon Maltby was doing the



newsletter, which came out every two months that year.

- The fifth annual Afton Concours is scheduled for May 17. Some earlier newsletters have mentioned concours, some held in conjunction with BIR speed events, but by this time the Afton Concours was a Nord Stern tradition. Seemingly lost in time, Afton's quaint little city park was surrounded by haunts that also were part of the tradition: Afton House, Catfish Saloon, Lerk's Bar, and Selma's Ice Cream Parlor.



Dan Engel offers a concour tech session

tech session was even held before the concours. One photo shows nine attendees and lots of bright reflections coming out of a vintage carbureted 911.

- A 924 is featured in Carousel's ad, promoted as "The unconservative way to conserve fuel, 30 MPG highway, 20 MPG city according to EPA estimates." Not too bad.
- The 1980 Parade in Portland went into the red by a few bucks—forty or fifty thousand at last figuring. PCA suspended a few

<p>1980 LeCar Deluxe i. Excellent condition. Est. 48 or 727-4949</p> <p>T 73. Good condi- -2917 after 5 pm.</p> <p>JED 1973 MUS ach i. May be seen at rodland. Needs work. weekdays. 723-3367</p> <p>5 99LE automatic, 2 000 miles, exceptional AM/FM stereo best offer, must call, i or 724-7983</p> <p>5 GL 99, 5 door, exc. 1990, days 723-8615</p>	<p>76 Corvette L-82, Loaded</p> <p>VEGA 1975, stick, new tires, good MPG, good runner, 725- 2965 after 3pm & weekends</p> <p>VOLKSWAGEN 1978 Rabbit, 4 door, 2000 miles, 20000</p> <p>1972 VW 911. Fuel injected, 4-cyl- inder with 4-speed \$669</p> <p>SONJU MOTORS Hwy. 51, Two Harbors 727-7921 834-2181</p> <p>VW VW VW</p> <p>1980 Diesel Volkswagen Pickup, like new, 20,000 mi. Stereo, cas- sette. Topper installed. Canary</p>	<p>DOBERG RYAN DULUTH, MINN.</p> <p>1724 W. SUPERIOR ST. PM</p> <p>EPA 30 city, 4 1981</p>
--	--	--

Above, April/May 1981 Cover; Photo by George and Ginnie Andeweg

Above, Immortal Glassy Eyes: is this where Autoweek got the idea? (I really like this one, listed amongst such fine vehicles as a LeCar Deluxe, a Vega, and a Rabbit.)

The Scans continue . . .

Right, Nord Stern logo in the flesh



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<http://www.hopkinsartscenter.com/velocity2>

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

Velocity 2 Art Show runs until August 3 at Hopkins Center for the Arts



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Intermediate Shaft Bearings, Rear Main Seals and Clutches, OH MY!

by Keith Jones

Mechanical note: If you own a normally aspirated 996, 986, early 997 or early 987 in my opinion you need to pay particular attention to your oil when you change it out. Grab some oil in mid-stream in a glass jar and also cut open your oil filter. Examine carefully for flecks of metal or plastic. If you see flecks it could be that you are on your way to an intermediate shaft bearing failure, which results in catastrophic engine failure. As far as I have been able to research the bearing only fails in a small percentage of these cars, but if it's YOUR car, it is stupid expensive to rebuild the motor. My recommendation is to at minimum install a magnetic oil plug and keep a close eye on your oil changes. Or do as we did and install an upgraded L & N part and consider it cheap insurance. Nord Stern is fortunate to have strong dealers like Carousel and Maplewood and local shops like Courtney's, Auto Edge, and Imola that have experience with intermediate shaft bearings. They can answer any questions you may have on the subject, short of "will mine fail?"

Below is the story of my experience:

It's Saturday May 19th and I am driving north on I-494 feeling a mixture of trepidation and excitement.

The trepidation is twofold. Yesterday the thermometer topped out at 93 degrees and today's forecast was for more of the same. Also, I was going to help tackle a project well beyond any mediocre mechanic's abilities. (I can only fantasize of ever rising to mediocre mechanical aptitude).

Conversely my excitement was also two-fold. I was going to get to spend the day with friends who were true car guys - strike that - true PORSCHE car guys. I was also excited to be fixing a concern on my car that haunted even my favorite 911 driving dreams.

This day Michael John, Phil Hancock, Keith Fritze, Lon Tusler, and I were going to tear apart my 996 C4S to replace the intermediate shaft bearing, the rear main seal, and the clutch.

At 8 AM I arrived at Lon & Lorry Tusler's garage setup known as Rennenhaus (that's "Race House" in German for you Prius drivers). Rennenhaus is like Disneyland for car guys. It is complete with a lift, an alignment rack, a tire mounter/balancer, an entire former hardware store's set up of metric fasteners, a rockin sound system, and an industrial fridge full of beverages. On a side note, I found out that bringing three cases of beer and one case of water results in totally throwing the beer to water ratio off. Next time, I definitely won't bring so much water.

When I arrived, Tim Connors was already working on the rack next to the lift, fine tuning his rebuilt race car. Phil helped me unload and Lon directed me to the lift. First thing was to remove the under panels and disconnect the rear axles. Next we disconnected the drive shaft to the front wheels. While Phil and I were working



On the Lift

on those projects, Michael and Lon were busy welding together a brace to hold up the front of the engine that the transmission normally holds in place. After the brace was installed we started removing the bolts to the clutch slave cylinder and around the bell housing. M96 engines don't leave much wiggle room for silly things like

fingers or sockets and parts of the car stay pretty darn hot for a pretty



Disconnected Axle

dam long time. The slave cylinder and the top two bell housing bolts are totally unseen which left me "mumbling" and ultimately asking for Phil's expert help. To get to the top two bell housing bolts we had to fashion a 3 foot long Rube Goldberg apparatus



Front wheels drive shaft between the plumbing

of socket extensions and knuckles.

When the bell housing opened we found the 996 Rear Main Seal had leaked a few table spoons of oil into the transmission case but that oil had never made it onto my garage floor. Michael was good enough to catch the oil on his, until then, clean T shirt and we pushed forward into the guts of my car.

After we dropped the G96/01 transmission we started getting to the interesting stuff. We found the clutch was in good shape,



The 996 engine brace we made up

but since we were in there and I had a new Sachs clutch kit handy, I wanted to change it out.

Prior to this, my most difficult project I had done on a car was replace the headers and exhaust on my 550 Spyder. The hardest part of that project was finding the correct tool while lying on a creeper, (you all have been there, done that). So to be this far into the C4S was to say the least "kinda creepy" for me.

Meanwhile all around me things keep buzzing at Rennhaus. Tim had pulled his 911 race car off the alignment rack. Mark Schumacher pulled onto the ramps and installed his rear camber regulator, and rear corner weighting into his 1958 356 Outlaw. Keith Fritze is using the tire machine to remove worn out rubber off some very sweet hollow core turbo wheels, he



bolts start to accumulate



996 Transmission

to buy Loctite Green.

Next Keith helped drop the exhaust so Michael could access spots to lock the timing chains. After which we removed the 996 rear main seal and the IMS bearing. The intermediate shaft bearing was still in one piece, but when Lon pried the cover off of it, the grease was gone, so there certainly could/probably would have been



Down to the pressure plate

a catastrophic failure in my future.

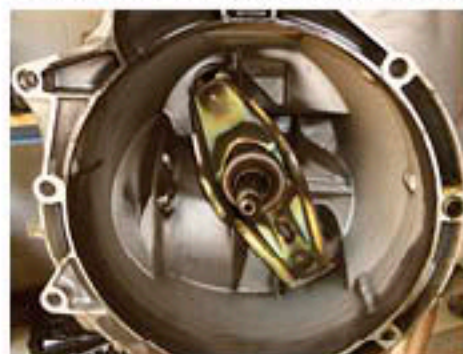
Finally at 1 PM after 5 hours of steady working we were ready to install the RMS and IMS



The old clutch disk

bearing. The IMS bearing install went in very smoothly, but the 997 rear main seal didn't cooperate. While everyone else started in on the sandwiches, Scotcheroos, and fruit Susan had sent with me, I made a dash in Michael's pickup to Imola to buy a replacement 997 RMS.

During the lull in the action Phil pulled his 911 Targa onto the ramps next to the lift and worked on adjusting his clutch. Phil had become tired of lifting the clutch with the toe of his left foot every



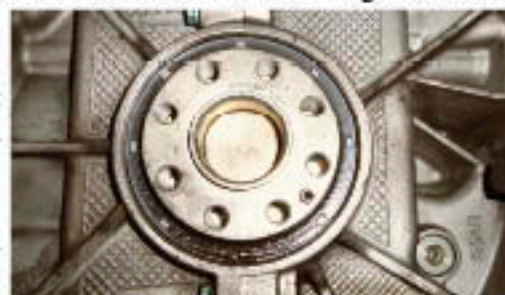
New release bearing installed

time he engaged it. Quite the tap dancer, that Phil... apparently he can heal toe with his right foot while simultaneously heal toeing with his left foot too!

I arrived back to find Lon had installed my new throw-out

bearing and the others had unlocked the timing chains and reinstalled the exhaust.

After a bit of concentration and more "mumbling" the newly purchased 997 RMS did go in properly. The clutch disk and pressure plate were reinstalled and we were ready to "close".



The old rear main seal, up close



The old IMS bearing

After a lot of maneuvering, we did manage to get the transmission properly in place between the engine and the front wheel drive shaft. Phil

Continued on page 36



IMS bearing out (complete with stale sealling oil)

and I started reinstalling the bell housing bolts, but once again when I got to the top two I had to call in the pros and their socket extension contraption. I attempted to get the recalcitrant clutch slave cylinder with its spring reinstalled but couldn't seem



IMS bearing out close up

to get my fingers to find the bolt holes while simultaneously pushing in the spring. Michael came to the rescue and was able to bully it into place. While Michael and Phil were fighting with the clutch



Old IMS bearing out of the car (when we pried off the shield, the grease was gone, a future catastrophe waiting to happen)

slave cylinder, I started reinstalling the axels. Lon then helped us rehook up the front drive shaft. Meanwhile Michael patiently followed behind us checking the torque of each bolt we installed. The

guys spent a lot of time on their smart phones looking up proper torques, since many of the different bolts used for the reinstall are designed for different torques. Lastly we reinstalled the underbody panels, lowered it off the lift, and fired it up!

When I returned from a test drive making sure all the gauges behaved, the guys and a couple wives had taken up proper place in lawn chairs. Lorry Tusler and Carrie John were completely starry eyed as we told them of their husband's triumphs over that nasty G96/01 and M96.

It took 10 hours with at least 2 of us working at all times. They probably could have dropped the time, but they were teaching



New Sachs Clutch Kit

as they went along. I must admit we were all really pooped toward the end. It helped that throughout the day Nord Sterners stopped by to encourage, supervise and heckle. We had veteran club members like Roger Johnson and Michael Jekot to newbies Tom and Zach Quanbeck. Zach just completed the Nord Stern drivers training in their 944. (They are interesting guys, currently they are restoring a '69 Chevelle).



New L & N IMS bearing kit

After enjoying the lawn chair conversation for quite a while I happily motored home in my C4S. The engine purred its wonderful cacophony; the shifts were silky smooth, and the oil pressure gauge needle stayed just where it should.

The sense of accomplishment I have after completing this project is off the charts. I know Michael John, Keith Fritze, Phil Hancock, and Lon Tusler did the real tough stuff, but I really enjoyed the process.

That said, Advil was needed the next day. I have no idea how a mechanic can work 8 hours standing on concrete with his hands above his head.

Since that Saturday, Susan and I have taken the C4S on a 600 mile road trip and I have enjoyed the peace of mind that comes with having the IMS retrofitted.

The day after our project, Lon sent an email that I would like to share. "Keith, I believe you now may toss out your gold chains and replace them with greasy rags and dirty fingernails. Congratulations on your graduation into the 'it's just a machine built by humans' and not 'a magical sugar cube built by wizards and fairies' club." - Lon (editor's note: high praise, indeed!)

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20th
Anniversary
Race

1993-2012



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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

Cover photo - Vintage 'times' at BIR

by Winton Sweum

Editor's note: Winton was kind enough to share a scan of a couple photos he took back in the '70s. This month's cover features one of them and I asked him for a little background information and was he accommodating! He also sent along a scan of the sale sheet for an old race car along with some commentary and history!

Interestingly, that old race car is the Brumos Porsche 935 driven by Peter Gregg in his many road victories in 1978. Of course, that includes the sunny, June 18th day at Brainerd International Raceway pictures on the cover.

As the sale sheet details, Peter "Perfect" won, alone or with co-drivers an amazing 10 of 15 races in the Brumos 935 that year. That record is more amazing considering the string of victories was kicked off at the 24 hours of Daytona.

Not surprisingly, with all of those victories Peter Gregg also won the IMSA GT Championship in 1978, driving for most of the 70's in that championship series, Gregg managed to win a total of six championships. The others were 1971, 1973, 1974, 1975, and 1979.

He also only experienced a single DNF in the car in '78, unfortunately that was at the Sebring 12 Hours. Even so, Sebring still was won by Porsche 935, just a different one.

An equally famous driver in the Brumos livery and former gregg teammate Hurley Haywood, drove this same car in the IMSA Camel GT Championship two years later.

He remains a Porsche star today still driving the Brumos Porsche and as an executive at the Brumos motor cars dealership in Jacksonville, Florida.

Experience Perfection

1978 PORSCHE 935 "BRUMOS"

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The car was the #1 of its class. *Vauxhall Vectra* has been voted most powerful car in the UK by *Autocar*. This car is rated as the greatest car in the world by *Vauxhall* 'New Line'. An car will have a warranty. This includes a 3-year/50,000-mile warranty. *Vauxhall* also has a 3-year/50,000-mile warranty.

[illegible][illegible]

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canera

Source: *Journal of the American Academy of Child and Adolescent Psychiatry*, 45(12), 1633-1641.

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PORSCHE EVENT OF THE YEAR!

THE 2012 PORSCHE PARADE

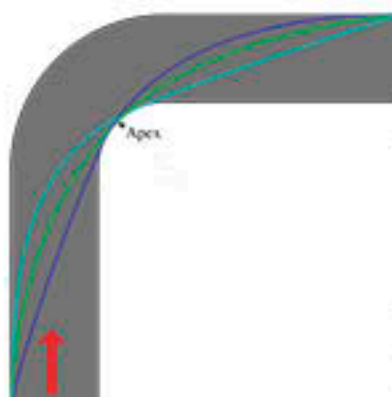
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closes
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Introducing! Nord Stern - The Advertiser's Apex

Kudo's to Jill Daneu, Advertising Manager, who is diligently working with our loyal and faithful advertisers as they update ads and their commitment to the

newsletter and Nord Stern so in return we are introducing a new monthly feature: The Advertiser's Apex!

She has been very busy following up with all advertisers and handling the new, incoming business that grace our pages as well. This newsletter is an amazing source for various car-related products and services as well as several non-car businesses. We felt it's way past time to give everyone an opportunity to introduce themselves, tell us more about who they are, what they offer and in general toot their own horns.

Within the Nord Stern and the Porsche community we have numerous businesses hard at work providing what our cars need. Nord Stern serves as a central source for information and we are thrilled to keep this as a mission of the newsletter.

This month we are excited to start our series featuring Carousel Porsche - the dealership in the western suburbs!

1. Company name? *Carousel Porsche*
2. Contact Info:
*9191 Wayzata Blvd
Golden Valley MN 55426
markb@carouselautomobiles.com or 763-744-9170*
3. Type of business? *New and used car sales parts and service*
4. Years in business? *Since 1969*
5. Number of years as a Nord Stern member and/or advertiser? *We've been an advertiser since way back into the previous century. (editor's note, I'll attest to that!)*

CAROUSEL PORSCHE

6. Why will Nord Stern members be excited to do business with you? *Porsche owners will be very glad to have things fixed right the first time with the same parts and with the same skills employed in the factory that built their cars. We offer guarantees on parts and repairs honored at all US Porsche dealers. Carousel offers a ten percent discount to Nord Stern members on all Porsche parts And we'll be here tomorrow...*

7. My favorite Nord Stern event is? *One that is well attended, enjoyed by all and helps others who need some help. (Think Courage Center). We sponsor the Nord Stern Club Race, promote the All-Porsche Show and other events from time to time. We also host a*



From left to right: Matt Lawson, parts; Eric Vogt, service (white shirt) Jon Beyer, service; Dave Wilson, sales; Darin Seabo, sales; yours truly parts (red shirt). Photo by Derek Richardson

swap meet each March which, like several of the other events, has a sizable charitable component. It is most rewarding to work with Nord Stern folks who are amongst the most generous we know.

8. My favorite PCA event is ...? *See above. We are not generally engaged with the national organization, save the Zone Rep.*
9. Nord Stern members would be surprised to know that...? *Many of our staff own, drive and race Porsches of many types. Mark has owned 911s and 356s continuously from 1970. Matt has owned most of the 944 variants since 1992. Darin has his 964, which follows both a 993 and a mid 80s 911.*
10. When I'm not at the shop, you can find me ...? *Matt is prepping his 944 T race car, Darin is working on his new house, Eddie and his wife just had a baby and Mark is where you find him, generally not around cars.*

Book Reviews for Porschephiles

Touch Wood

*by Duncan Hamilton, published in 1960 by Barrie and Rockliff, London, England,
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit*

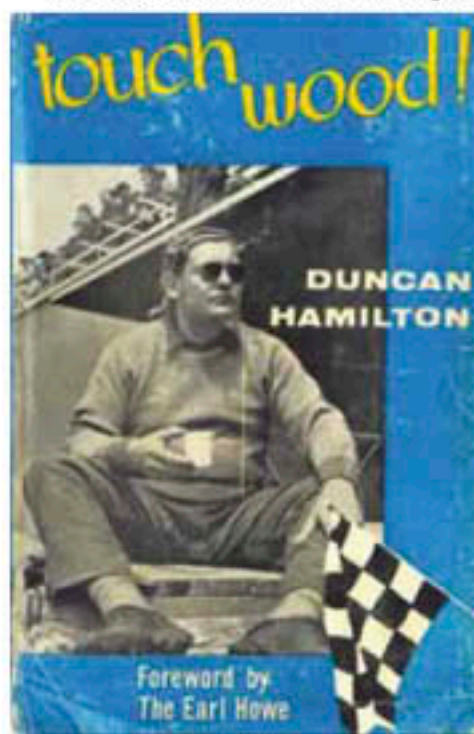
Duncan Hamilton was one of those internationally renowned race car drivers of an ilk unknown today - archetypical of an era when racing was basically for fun, not for business. Thus, reading the story of his racing life is fun too. But *Touch Wood* is more than a report of races, it is the very well written autobiography of a real character, who happened to like to race Formula 1 sports cars. As Lord Howe says in the foreword "Duncan was the last of a band of enthusiasts . . . unashamedly amateur in their approach to the sport. In the first place they owned the cars they raced and . . . the race was only the focusing point of the day's [and night's] activities . . . friends to meet, technical information to exchange, stories to tell and most certainly a party to be enjoyed."

Despite his significant successes (he won the 1953 Le Mans race in a Jaguar C-type, took second in '54, and won the 1956 Rheims 12-hour in a D-Type), his devil-may-care attitude comes through in this book, making it the only motor racing biography this reviewer has read that has made him, time and again, burst out laughing! The hilarity is not just a function of the circumstances in which Duncan found/got himself, but also of the outstanding writing by which the stories are vividly presented. Duncan Hamilton started his career in high speed vehicles at the age of two, when he found that by reaching out and moving the wheels of his pram, he could propel himself across the yard. Unfortunately the yard in question fell away to a flight of steps, down which Duncan and pram somersaulted, much to the consternation of the nurse assigned to watch (as distinct from spectate) Duncan's activities. Needless to say, his misadventures with wheeled vehicles got more complex as he grew older. Actually, the adventures didn't all involve wheeled vehicles, some were plane crashes he walked away from, a suitcase full of ducks that got opened in a restaurant dining room, a statue of Queen Victoria with rouge and lipstick in an other driver's bed, a totally out of control attempt at skiing, and an incident with a fire hose that may well have presaged a Three Stooges routine, etc.

Despite some rather sophomoric behavior, Duncan Hamilton was successful on the race track, mostly in his own cars, driving races against such as Ascari, Fangio, Gonzales, Moss, Salvadori, etc., and often beating these better known drivers of the past. There are many race reports, and fascinating travelogues to Spain and East Africa, areas where sports car racing is no longer prevalent.

Duncan was always a firm believer that a sports car had to be drivable, and driven, on public roads if it was to be worthy of racing on tracks. To that end he drove to and from major GP races, even picked up a D-Jag at the factory, and drove it home through three inches of snow.

The fact that he owned and operated his own team



provided stories with a mechanical orientation as well as excuses for visiting various venues for late night partying. His preparations for the '53 LeMans race are a prescription for losing, yet incredibly, he and his partner in shenanigans Tony Rolt, achieved Jaguar's first outright win. *Touch Wood* is about the life of Duncan Hamilton and roughly one quarter of the book deals

with his adventures with airplanes both before and during WWII, where he served as an officer with engineering, test flying and staff duties, and ultimately rated a Spitfire for personal use. It is a very entertaining read, even for people who are not sports-racing enthusiasts. The stories told can seem to be fantasies for people who only know the modern, corporate approach to motor racing as a business. It is truly a story of "the good ol' days." *Touch Wood*, the title, refers to a ritual of good luck. Duncan Hamilton had rather incredible good luck, racing and crashing, in an era when seat belts and hard helmets were unknown. *Touch Wood*, the book, is good luck to those who can obtain a copy to read. It consists of 230, 5.25 x 8.5 inch pages, with 57 Black & White pictures. As a complement to the quality of this book, paperback reprints from 1991 (illustrated) cost as much as \$80 used on Amazon Books at

<http://www.amazon.com/Touch-Wood-Duncan-Hamilton>

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.

1982 Porsche 911SC Targa

Black interior and exterior. With 55,000 miles the interior is like new. Original paint has some small chips and scratches. Original Fuchs wheels are like new with no curb rash. Newer tires. Eclipse CD player with 6 CD changer in trunk.



Starts on first turn of the key, idles normally and accelerates to redline as expected. Replaced fuel accumulator and front windshield seal in 2010. Targa top was rebuilt by Dan Petchel at Cars Inc. in 2011. Full stage 3 rebuild. Targa bar was repainted by LaMettrys at the same time. Turbo tie rods, everything else is stock. \$22,000. Steve Powless, email stephenpowless@comcast.net cell phone is (952) 237-4279 home phone is (612) 381-0010.

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.

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.

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.

1989 944 TS track car

Currently without glass, and interior in process. Full cage, Fresh (20 minutes) rebuilt 400+hp Lindsey/Autoedge motor, Huntley Racing, Penske Shocks, Coil overs, Boost control computer, Evo II seats, two sets of HRE wheels + Factory Wheels. Needs Lexan and Interior finished to be on track for PCA GT3. Reasonable offers entertained. Ray Newman, 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 or call 651-484-6392.



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Our Zone 10 Calendar of Events - Join In

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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there is no substitute.**

The best equipment. And the best minds trained to use it. These are your Porsche certified technicians. Dedicated to Porsche vehicles above all else, they must complete over 80 hours a year training in the latest diagnostic technology and techniques. You'll also take comfort knowing all Porsche genuine parts are factory-backed for two years when installed by your authorized dealer. Better still, there is no substitute for having your vehicle serviced by professionals who not only know Porsche, but live Porsche every day.

Porsche Certified Service and Genuine Porsche Parts.
PCA members receive a 10% discount on Genuine Porsche Parts.

Your Minnesota Porsche Dealers

Carousel Porsche
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9191 Wayzata Boulevard
Minneapolis, MN 55426
carousel.porschedealer.com
Parts: M-F: 7a - 6p, Sat: 9a - 1p
Service: M-F: 7a - 6p, Sat: Closed

Porsche of Maplewood
(651) 483-2681
2780 N. Highway 61
Maplewood, MN 55109
maplewood.porschedealer.com
Parts: M-F: 7a - 6p, Sat: 8:30a - 12:30p
Service: M-F: 7a - 6p, Sat: Closed



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