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September 2012





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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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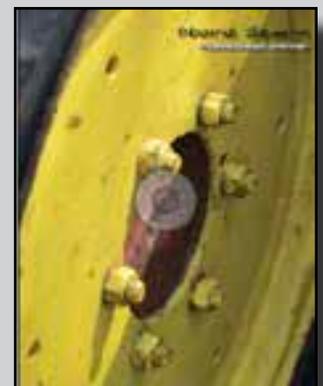
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Cover: Photo by Ron Faust at the June 26th All Porsche Show. I love this shot - such texture and detail! Can you guess what it is? I did think about a contest of 'Guess the shot' but will only mention that there were TWO of these

Porsches at the show and they sure wouldn't win any races! Send your answers in to me . . . I personally think it's obvious but if you weren't there you might not have any ideas - that's the fun part.



2012 Officers & Committee Chairs

“How to Join both PCA and Nord Stern Region of PCA”

Join or Renew online:

- 1. Go to www.nordstern.org**
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- 3. Select Paypal option**
- 4. Send Ed an email**

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Call Christie Boeder 612.845.4509.

The Prez Sez . . .

by Jim Bahner

I hope everybody had a great summer, and it is likely that you have if you liked it hot. Many record temperatures were set this summer. Hard to believe we are already looking at fall activities.

Mid-July we headed out for our annual trek to Road America to that big 4-mile road course. This event was also graced with quite warm temperatures. Well, okay I'll grant that it was just plain ole' HOT. The event was well-attended and had over 30 GT3's signed up. Thank you to Dave Anderson for again organizing this annual Driver Ed event.

A few weeks later there was a big change in the air when we put on our 20th annual Club Race at the end of July. The temps were much cooler, and combined with great racing along with a big turnout made for a wonderful weekend of activities. I would like to thank Roger Johnson for pulling everything together to make this happen. Working on our Courage Center auction Keith Jones again helped pull in over \$14,000 for this worthy cause.

Don't fear running out of events to attend, though; we have more action slated for the season and the rest of this year before cars need to be put away for winter. For the beginning of September we have our annual Labor Day Picnic hosted by Jeff Boehm and BJ Peterson in Rochester.



Later in September we have our Last Fling Drivers Training and Drivers Education event at BIR.

Then we complete September with the Nord Stern Annual Fall Color Tour hosted by the Dixons, an event which also is celebrating its 20th anniversary this year.

AND last, but not least, just a note of thanks to Kramarczuk's who donated ALL those sausages devoured by the hungry group of racers, pit crew, corner workers, worker bees and spectators during the social hour on the Saturday of the Club Race weekend! See their ad on page 37 - the impromptu 'dinner' was fabulous with a hard-working volunteer bunch of Nord Sterners manning those grills! It was a truly one of those Nord Stern 'WOW!' moments.

PCA Membership News and Discount Information . . .

Anderson Motorsport Inc	10
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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"		
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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!



Steve Berreth

2006 911 Carrera S

Chad Granger

2003 911 C4S

Charles Hersch

1986 911

Chad Martinson

911 996

Eric Murphy

Randy Oldenburg

2001 911 Turbo

Jim Stocco

2008 Boxster S

David Voight

2002 911 Turbo

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. Note: Nord Stern conducts an All Porsche Show at which cars are 'shown' but not judged.

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.

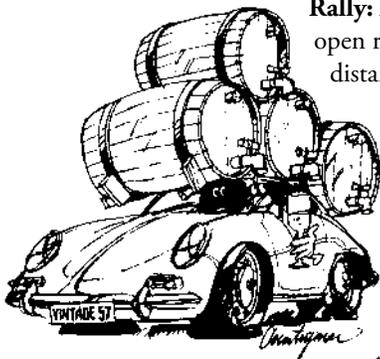
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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

Again we are heading into one of my favorite seasons - Fall. I love summers as do so many of us who live in these northern climates when warmth is prized, hoarded and exclaimed over as it's a fleeting experience for the most part. Even a summer such as we've recently had with record high temperatures has its charms. As I write this the evenings are quite cool, the daytime temperatures are back down into the 70s and 80s. Was it really 100+ degrees not that long ago? Of course, but I always know that those days are not going to go on forever. And I like to recall and savor them when it's snowy and cold as it will be all too soon.

But there is plenty of good weather left, plenty of outdoor things to do during our leisure time - forgot to mention one of the reasons I love summer is I enjoy a bit of a hiatus from my paid work. Which means for me summer days have a particular sweetness and joy. Whereas fall means 'back to work' and all that implies. Am not complaining, just saying!

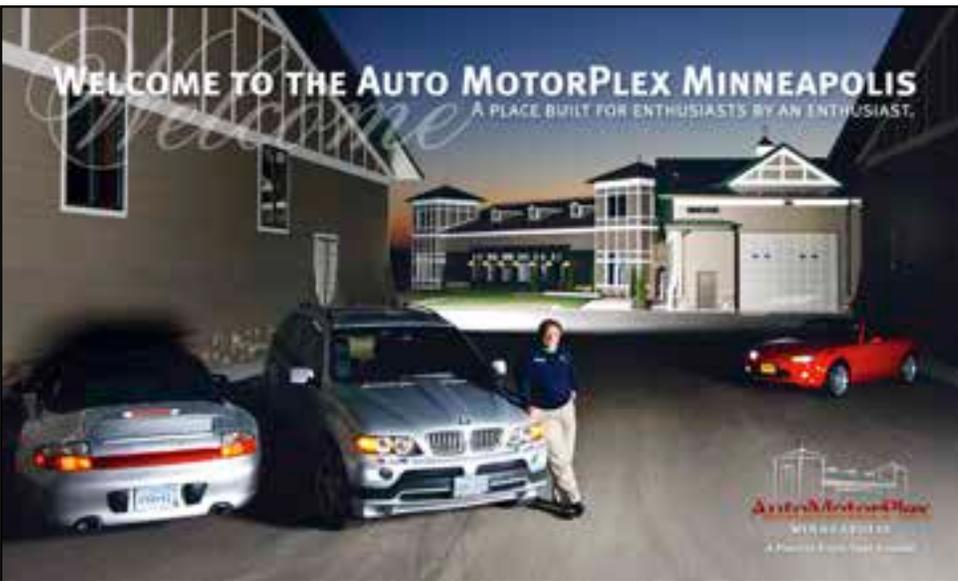
So with that said, don't forget to keep checking the calendar

and note the upcoming events available to members. We still have a track weekend and driver training opportunity here in September and of course the annual Fall Color Tour is just around the corner. It's celebrating its 20th anniversary just as our Club Race/Driver Ed weekend did in 2012. How time flies - trite, but incredibly true. It's a favorite for many of us. An opportunity to enjoy a region of Minnesota that is gorgeous, full of history and includes some roads that are incredibly fun to drive with our Porsches. Or with our non-Porsches, as the case may be - families have joined us and sometimes those 'back seats' in 911s leave way more than a little to be desired. I do remember when our two kids could actually sit in the back of our '80 911SC. It wasn't for long as frankly the term back seat in a Porsche rules out having, heaven forbid, legs! Son Geoff was tall for his age (still is!) so he maxed out very young.

It's been a fun year with a lot going on and if you are a relatively new member I truly hope you've attended something and met some members. Those of us who have been active for perhaps more years than we care to admit, will readily admit that we 'joined for the cars' but we 'stay because of the people and friendships' we've made.

This issue has several fun articles and a number of pages of pictures from recent events. I feel very fortunate that so many of you send me photos and as always, don't be shy as I enjoy hearing from so many of you.

Before we have to 'put our cars away' be sure to join in an activity or two!



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Club Race and DE Weekend . . . again, It's About the People!

Also, another note from this weekend. Apparently Mark Kedrowski (Mark was featured in last month's *Nord Stern* and his involvement with Courage Center as he works to recover from a devastating plane crash) was sitting just outside the Quattro garage when Carrie (John, Nord Stern Social Chair Extraordinaire!) arrived with the beer. As she was unloading a couple of people stepped in to help. One of the first was Mark . . . he got on his Segway and, one by one, moved 12 packs from the back of the truck to near the tubs.

—Michael John

Just returned to Denver last night and wanted to thank Roger Johnson and everyone else involved with the Club Race for a fantastic weekend.

It was great to be back at BIR and even better to catch up with a bunch of Nord Stern Region friends.

— Joe Rothman, Rocky Mountain Region PCA

Road America Drive Ed Event Extraordinaire

The weather was wonderful, the track fast and the company couldn't have been better. Thanks to Dave Anderson for running this year's event and Keith Erickson for taking care of safety. If you haven't driven Road America, you really should give it a try. It is fast, challenging, but most of all fun. Reserve a couple of days in mid-July next year and join the fun.

Rallying for the Rally!

Thanks Lloyd, Jody and Lon for a very nice rally. The route was interesting and fun, the weather cleared up and was beautiful, the lunch was great and the gathering afterwards couldn't have been more enjoyable. Jo and I had a great time and are looking forward to next year already. Hope to see more Nord Sterners out next year. We can't think of a better way to spend time driving our car and visiting with friends.

—Dale Trippler

continued on page 14

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2012 Calendar . . .

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
Eventmaster: John Dixon, eyerack@tcq.net

October

2012

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

November

2012

- 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/>

September 20

October 18

November 15

December 20

**Nord Stern is Cordially
Invited to:**

**Great Plains Region
Driver Education**

Sunday, September 16

The last Great Plains Region DE event of 2012 will take place Sunday, September 16th at Mid America Motorplex near Glenwood, Iowa.

Track time will be ample as we will have five 20-minute sessions per group. Our talented GPR instructors will also be available for the novice drivers that will run in their own group, and classroom instruction will be led by John Kreckek.

Registration is now open on clubregistration.net and you can go to the Great Plains web site: <http://www.gprpca.com/>, for additional information.

See you at MAM!

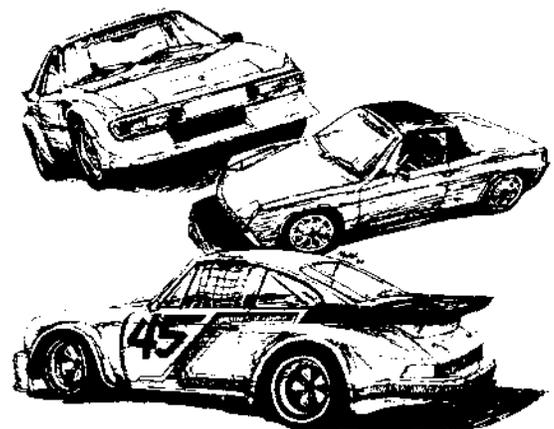
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Nord Stern Driver Education - All Invited!

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.



** 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

And the Winner Is . . . Summer Rally Stats

by Eventmaster Lloyd and Jody Vasilakes

A big thank you everyone who attended the 2012 Gimmick Rally! Jody and I are pleased that everyone had a great time and we were happy to meet new and returning friends. We enjoyed planning the route and hosting the social afterwards.

Thanks to Lon Tusler for printing up the route booklets, assisting and providing guidance! A special thank you to Porsche of Maplewood for the deeply discounted Porsche prizes.

A couple people asked about the result detail. Here it is:

Place	Name	Mileage error	? incorrect	Total
1	Dale and Jo Trippler	0.8	1	1.8
2	Todd and Kathleen Smith	0.2	5	5.2
3	Ed and Ali Vazquez	0.996	6	6.996
4	Sarah Delong and Wendy Oldendorf	0.018	7	7.018
5	Hal and Mandy Voges	0.596	7.5	8.01
6	Kevin and Kynette Lenz	0.018	8	8.02

7	Roy Hennenberger and friend	2.067	6	8.07
8	John and JJ Donofrio	4.868	8	12.87
9	Rudy and Jayne Mueller	10.8	5	15.80
*	Kevin Kelly and friend	0.2	4.5	4.70

* non Porsche vehicle





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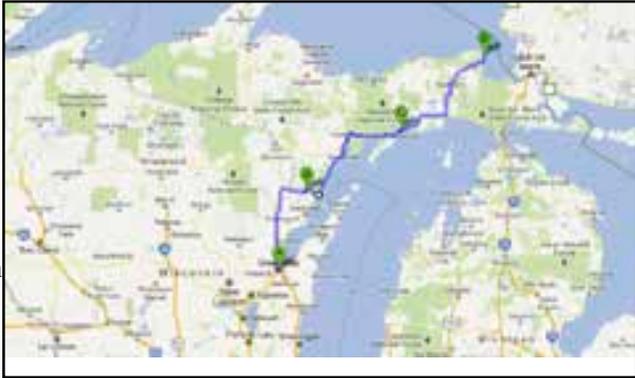
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6014, and ask for Al or Pat (managers). Tell them it is for the “Fox Valley Porsche Club” to get the greatly discounted rate. Once you reserve a room, please let Laura Prellwitz know so the number of rooms available can be updated.

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.

Letters to the Editor . . .

continued from page 8

Thanks again Lloyd, Jody, Lon & Lori for everything you all did to plan such a wonderful event with a beautiful twisty route and great lunch after. Wendy and I had a great time! I'll send some pictures I took to Christie.

– Sincerely, Sarah DeLong

Kathleen & I would like to thank Lloyd, Jody, and Lon for a wonderful afternoon.

A fun drive, good weather (eventually) and interesting course question. Thanks for hosting the lunch at you beautiful home and we are looking forward to the next time we get together with all the great Nord Sterners!

– Todd F Smith

I'll second that! It was a great route and a lot of fun. My Navigator had fun even though she is not a car person. Jody, Lloyd, and Lon clearly put a lot of effort into making this a fun event. IMHO their effort at putting together a great event deserves more participation. They did an excellent job. We had a number of participants who are regulars. My navigator was a complete novice. Rallies are events all club members can enjoy

Just remember, if you miss a turn, you get to drive your Porsche a little more, so never yell at your navigator (Roy, did you do that?!). Perhaps that last part should be in the general instructions

(editor's note - I'd second that one!). Remembering that will insure that everyone will enjoy our wonderful Nord Stern Rallies.

– Roy Henneberger

Icompletely agree! Lloyd, Jody and Lon did a great job putting together a fun ride and Lloyd and Jody were nice enough to host the lunch and social. This is the first Gimmick Rally that Mandy and I have attended and we had a great time. We're looking forward to attending future Nord Stern Rally and Drive events.

– Cheers, Hal and Mandy Voges

Lloyd, Judy and Lon, Team Sasquatch had a great time on our 1st Gimmick Rally. The Sasquatch enjoyed stomping around in the wilderness of NE outer metro area. We'll just have to bone up on our Porsche trivia for the next one since that was our (or as Lynette would say) MY biggest down fall . Thanks again for putting on a great Rally.

– Team Sasquatch (Kevin and Lynette Lenz, Rochester)

Vino In The Valley

Just want to thank you and your wife for another great day and route last Saturday at the umpteenth Vino-in-the-Valley tour. Perfect weather, great roads, fun driving, and we hardly ever exceeded posted speeds:) Can't wait for next year. Great to meet so many new Nord Stern members as well.

– Terry Saxton

Continued on page 25

NORD STERN SEPTEMBER 2012

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Porsche Parade 2012

by Kim Crumb

It's the 57th Porsche Parade and this year it's in Salt Lake City, Utah. Last year it was "head east" to Savannah; this year it's "go west" by nearly the same distance: 1,300 miles.

That's a two-day trip by our standards; Betty and I plan it out, starting just after the 4th of July holiday. We pick-up the rental on a Friday morning and we'll be in Salt Lake by Saturday in the late afternoon . . . those 75 mph Nebraska and Wyoming speed limits really help with maintaining a good pace!

I tend to think of this approach as an opportunity for "car testing." Spend 10 days with any car; you're going to know plenty from that experience. My question this time? How well does the current leading edge technology, a Gas Direct Injected (GDI) engine, actually work in the real world? Of course Porsche has been bringing this to market for some years now . . . but there are a few ordinary cars that have it now, too. Will the gas mileage/hp claims hold up in spirited driving?

Yes, it's road trip time as I head off to my 25th Porsche Parade . . . and I have driven to all but two of those. Simple trip plan: I-35 to Des Moines, then I-80 all the way to Salt Lake. We're headed south and Sammy Hagar is belting out "I can't drive 55" on SiriusXM 80's on 8. By Friday evening we're in far western Nebraska, mere miles from Wyoming, for our overnight stop. Looking at pump prices so far you might ask: just why is gas consistently so much cheaper in Iowa, than here in Minnesota?

We have breakfast Saturday morning, and head west again. Our first stop is the Lincoln monument, between Cheyenne



and Laramie, right on I-80. How big is it? It's the largest bronze bust in the USA, at 13 ½ feet high on top of a 35 ft. base. I will always think of Lincoln as the President that had to deal with our terrible Civil War and the underlying big issues . . . as he said "*that a nation of the people, by the people and for the people shall not perish from the earth.*"

Each generation renews the promise inherent to our citizen responsibility in a "We the People" country. It's our degree of answering that most fundamental call that will determine our country's ultimate greatness.

Minnesota is at about 1,100 feet in altitude and we've been climbing the whole way on the trip so far, we're at 8,640 feet . . . and with that thinner air? There's less "matching" gas needed to put in . . . so gas mileage climbs at the expense of a bit of power

(no turbo). Yes, I'm evaluating how the engineers resolved their technical challenges. I note the nearly seamless way the gearbox downshifts from 6th to 5th for uphill climbs. You'd barely notice, except the tach jumps from 2,200 rpm to nearly 3,000 rpm. That's how they get that higher gas mileage: tall gears with an easy downshift to keep the car from being sluggish, decent aerodynamics, plus that direct gas injection . . . right into the cylinder, not in the intake . . . that allows a higher compression engine from the cooling effect of the fuel on the combustion chamber. That higher compression means? You can make both more power and economy. How much? Running 75-80 mph (or you'll get run over in this part of America) we're averaging just over 37 mpg. This particular GDI engine has 11.3 to 1 compression



and runs on regular gas. (Further data: it's 2.4L with variable valve timing and just under 200 hp . . . sounds close to the power specs of a 944S from 25 years ago.) Porsche has been bringing direct injection to every engine family as they've gotten their Porsche Continuous Improvement upgrades. Porsche calls this technology "DFI" and also ups the compression further to 12.5 to 1 with premium fuel. That kind of combustion pressure would have required extremely expensive full racing gasoline just a few years ago. Anyway, having done these cross-country trips for multiple decades, I know this combined power/fuel economy result would have been a pipe dream not long ago. A lesson in what technology can do when applied, in terms of making a whole new realm of results.

It's afternoon, we're rockin' with Sirius XM 60's on 6 as we take the I-80 canyon plunge down into Salt Lake City. With so many twists and turns, it's the kind of driving we just don't have here. I can only imagine what the Mormons were thinking as they burst out of the mountains onto that huge plain!

We check into our condo for the week, the Kimball. It's on the NE corner of the famous Temple Square . . . and there are five

Continued on page 18

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Parade

continued from page 16

other members of the parade folks also to bring their art to the Anticipation Banquet at the ES.

The next day it's start at the welcome tent. The RC&A show a Registration poster with Porsche staff for Art Show and is in Betty's lunch. At night are Mr. & Mrs. Bird Klabsic, Photographers and what? It's yet art of the Car was on display at the time during the 60 Years of Porsche Clubs' Festival and Preparation Class cars. Those are 1993 and newer cars that



essentially are the clean and shiny, but they are the difference between the classic restoration and preservation. For the first time, the address is a judge that selects the winning Wisconsin club for the 60th Anniversary. Betty will be working with the judge and doing timing and scoring.

We're up early on Monday and head to the Concours site. It's right on the front lawn at their State Capitol, a few blocks from our condo. With

the imposing Capitol building on one side, and the Wasatch mountains in the background, it's a magnificent setting. It's a long day, and the temperatures are similar to those back home in Minnesota. A Panamera wins the Preparation Group and that surprises a few people.

We head for the Art Show reception, but completing the



triad of Concours tasks means we've missed the official award ceremony. What happened? Betty won an "Honorable Mention" for her Fabric Arts entry "Porsche de Elegance," and I get a 2nd Place in the huge Classic Photography Class for my nine-panel



collage called "Details," which featured member Rodger Finke's 997 Turbo.



Tuesday we take a morning "breather" and later head to the early afternoon Ice Cream Social at the end of the Rally. After that? We head to Maverick Stadium and walk the autocross course, just to stay in practice. The Concours de Elegance Awards Banquet is that evening and it is a fancy two-entree affair: filet mignon and jumbo prawns, it was quite fitting for our clubs' greatest contest of elegance.

Wednesday we check out the Family History Center at the LDS church. It is acknowledged to be the premier family genealogy research center in the world. We soon find one of my relatives, Daniel, in Westerly, Rhode Island way back in 1652. Betty's? They had a whole book of Irish Potato Famine immigrants and in



Continued on page 34

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'60 Years of Porsche Clubs' Exhibit - Porsche Museum.

Text and photos by Gordon Maltby

In May of 1952 13 owners from Westphalia in Germany formed the first Porsche club. Today there are 640 separate clubs worldwide with a current membership of 181,000. In 1955 the Porsche Club of America was chartered and in 1961 Porsche Club Great Britain. The 356 Registry is a relative newcomer (1974) but these three clubs are the largest in the world. To celebrate the occasion of 60 years of Porsche Clubs, the Porsche Museum has put together an exhibition that will run until August 26th. For its gala opening Porsche invited club members from around the world to attend. Festivities took place over the weekend of May 25/26 and true to its long-standing tradition, representatives of Porsche rolled out the hospitality red carpet.

The company's club interface goes back to Ferry Porsche himself, who in the early days was a regular presence at rallies, races and other European Porsche events, such as the 1958 Merano Treffen. Later, Huschke von Hanstein and his office handled much of the connection between clubs and the company. Long time



Jack and Ginny Case are honored at the Saturday evening dinner. At left are Porsche CEO Mathias Muller and Marketing Director Bernhard Maier.

members remember a lovely lady from that office, Ilse Nädele, who was the face of club coordination for many years. In recent years the Club Coordination group has become more formalized and is now called Community Management / Face-to-Face Marketing. For the museum weekend activities, there were old and new faces among our Porsche hosts, and every one of them was gracious and accommodating. Foremost among those who made us feel welcome was Paul Gregor, Porsche's point man for the USA. Paul has traveled to the USA on several occasions for club events and was busy in Zuffenhausen for several days guiding special guests through a busy schedule. Among those were Jack and Ginny Case, charter members of the PCA; Mike Robbins, a PCA member since the late 1950s and attendee at over 50 consecutive Parades; and Bert and Joan Propp. Bert has attended one fewer parade than Mike, who never lets him forget it. PCA president Manny Alban and PCA M.C. Mark Shevitz were there,

along with several people from PCNA.

Beginning on Friday, there were tours and special lunches for the PCA guests. My wife and I were very fortunate to end up in a small group for a Factory tour led by Volker Spannagel, an absolutely charming gentleman who was a key man in Porsche Club Coordination a few years ago. Now retired, he occasionally conducts tours where his knowledge and good humor are invaluable.

After seeing the parts warehouse and then engine and transmission assembly, we walked among the Boxsters and 911s being built on the same line all while dodging automated parts carts which ferried the right parts to the right place at the right time. It was an impressive experience but you'll have to see it yourself; no photos are allowed.

Most of the guests for Saturday's gala dinner were staying in Ludwigsburg, a few kilometers north of Stuttgart. There, at the market square, scores of Porsches of every kind assembled in the afternoon for a show and tell with the locals. One of those cars, a black C Coupe, had been brought over by 356 Registry trustee Jim Liberty and his wife Tiffany Ward. It got a lot of attention and Jim was interviewed for an article in Motor Klassik magazine (see it online at www.motor-klassik.de, "60 Jahr Porsche clubs").



Porsches gather in the Ludwigsburg square before driving to Zuffenhausen.



Mike Robbins in the Marktplatz at Ludwigsburg, speaking with a German Speedster owner. Mike bought his black Speedster new in 1958 and drove it some 530,000 miles over 54 yrs.

The cars staged for a drive to the Factory at 4:30 p.m. and after 20 minutes the group of well over a hundred cars (and one tractor)

arrived at the Porsche Museum and parked underground. After champagne and mingling in the lobby, a group photo was taken outside the front entrance.

Moving to the museum's second level, guests were able to chat with well-known Porsche people like engineer Hans Mezger, racer Eberhard Mahle, Ilse Nädele, and Hans-Peter Porsche. The next part of the program was the official opening of the exhibit and an unveiling of a special 911 "Club Coupe", with 12 built in



The PCA / PCNA contingent poses with Porsche AG staff after Sunday's vineyard lunch. At right are Mr & Mrs. Bud Kibbee, who won the restored 911T last year. That car was on display at the museum during the "60 Years of Porsche Clubs" exhibition.

a special Brewster green color, to be sold only to club members (drawn by lottery) at €142,831. Porsche AG CEO Mathias Muller and Marketing Director Bernhard Maier unveiled the car and welcomed everyone. The group was able to look over the extensive



Above, current PCA President Manny Alban having way too much fun at the wheel of a Panamera GTS.

exhibit before moving upstairs for dinner. After a marvelous meal the Cases were honored along with several other representatives of the earliest Porsche clubs. Both Herr Muller and Herr Maier expressed appreciation for the continued collaboration between the company and the owners' clubs whose enthusiasm has supported it for six decades.

On Sunday, an outdoor lunch at a nearby hillside vineyard capped the weekend and courtesy of Porsche AG (with Manny Alban at the wheel) we got a chance to experience a Panamera GTS in its natural environment - at serious speed on the autobahn.



Above, Porsche club guests could, for a nominal fee, have the use of a new 991 for the day. They were all spoken for.



Above, A timeline of Porsche clubs at the museum's exhibit opening.



356 Registry representatives Gordon Maltby (left) and Jim Liberty (right) with Ilse Nadele and Hans-Peter Porsche at the museum.

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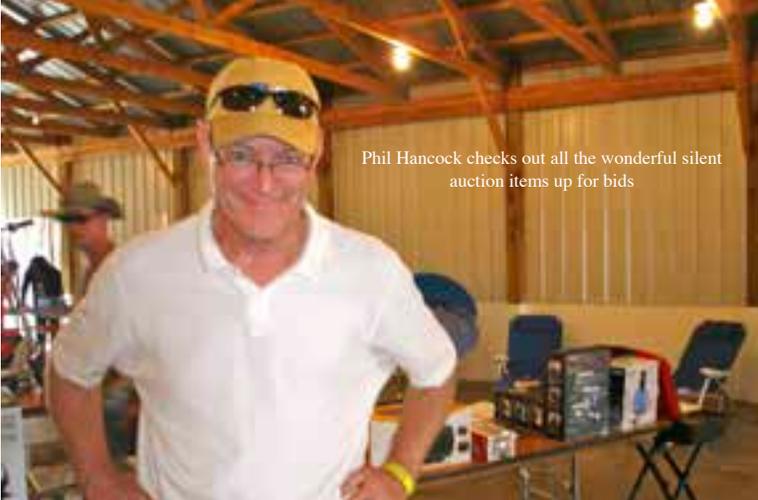
Out and About at the 2012 Club Race/DE

- photos by Jill Danen

Michael John shows off his new 'paint scheme'
We LOVE it!



Todd Smith, Michael John and Lon Tusler enjoy a break



Phil Hancock checks out all the wonderful silent auction items up for bids



Roy Henneberger is more than ready to DRIVE!



Rob Welch sports his silent auction find - such a cool shirt



Rookie Racer Lon Tusler and his tow vehicle extraordinaire



A couple of cool guys: Ron Johnson and Keith Fritze!



Laura Catania is a well-equipped pit crew member for Bret Bailey!



Out and About at the 2012 Nord Stern Summer Rally: Left to Right: Kathy and Todd Smith, Ali and Ed Vazquez and far right Lon Tusler, Judy and Lloyd Vasilakes, Lori Tusler



Far Left: gathering on the deck at the Vasilakes, Center: ready smiles from several Nord Sterns, Right: Jo Craven and Dale Trippler receive their rally award from Lloyd Vasilakes



Above Far Left: lounging on the lawn!, Center: Dale Trippler, Sarah DeLong and Jo Craven, Right, a little more camera action!

Below Far Left: We think everyone made it to the destination, Center, happy group of rallyers are ready to party! Below right, Wendy Oldenfeld (navigator) and Sarah DeLong (driver) have BIG smiles



Letters to the Editor . . .

continued from page 14

If you were sitting home watching rhythmic gymnastics, you missed a great day of spirited driving followed by a very relaxing dinner under the portico at Vino in the Valley. We had a lot of new members doing this drive and they were rewarded with lots of s curve driving, a tour of the Eau Galle Cheese factory, more s curves in scenic Wisconsin and a great, off the menu dining at Vino in the Valley.

I want to thank Randy Walker for his planning of the route, lively pace and getting to Vino on time. The Weather was great, spending time behind the wheel negotiating winding country roads, the scenery and the food and beverage at Vino equalled a great day with my Porsche and Ali. Did I really put on 240 miles?

I look forward to next's years drive but if anyone wants to repeat this in the fall . . .!

Great Job Randy!

– Ed Vazquez

It was a wonderful drive with beautiful scenery and great people to be with. Thank you Randy !

– Jim Bahner



Above: I'd say the 'long and winding road' but obviously this hill is winds 'down'! What a great shot of a number of participants on the recent 'Vino In the Valley' drive which has become an annual favorite event for many. Sounds as if this year was NO exception with cooperative weather, fun roads and good food all in the company of fellow Porsche nuts!

Photo by Klaus Schneegans, more photos on page 35 of this issue.



It's not too late to plan your Annual North Shore Fall Color Tour!

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20th
Anniversary

918 Spyder prototype in vintage Martini Racing Design

courtesy PCA Newsletter Editor Wendy Shoffitt

Atlanta. Driving trials of the Porsche 918 Spyder have entered the next phase. A permanent fixture of the test program for the 918 Spyder – and in the tuning process for all Porsche vehicles – is the 12.92 mile (20.8 km) long Nordschleife of the Nürburgring race course with its many bends and selective passages. A lap time of less than seven minutes and 22 seconds is one of the development goals of the innovative plug-in hybrid drive super sports car.

The 918 Spyder, which is hardly an everyday vehicle, yet is well equipped for everyday tasks, combines a high-performance internal combustion engine with electric drives at the front and rear axles to achieve extraordinary driving performance and excellent efficiency. The system power of all three drives together is greater than 770 hp. The car's fuel consumption is forecast to be around three liters per 100 km when tested on the New European Driving Cycle (NEDC), which is equivalent to CO2 emissions of about 70 g/km.

The monocoque, consisting of carbon fiber reinforced polymer

The latest test vehicle is now turning laps in the legendary Martini® Racing look of many historic Porsche racecars, particularly from the 1970s. More than nearly any other racecar design, the Martini® Racing livery quickly attained cult status and is still in vogue today. Martini® was the official partner of the Porsche factory team between 1973 and 1978.



(CFRP), reduces the car's weight and delivers remarkable rigidity and precision. Other highlights are the car's variable aerodynamics; adaptive rear axle steering and "top pipes" exhaust system, which routes the pipes upwards. All of this makes the Porsche 918 Spyder a super sports car for the future, even though the styling of the prototype is reminiscent of historical models.

Back then, the attractively designed "Martini® Porsche" racecars with their numerous victories were a topic of conversation. These victories included finishing first overall at the Targa-Florio in 1973, winning the Sports Car World Championship in 1976 and overall victories at the 24 hours of Le Mans in 1976 and 1977. As early as 1971, a Porsche 917 finished first in the legendary endurance race in Le Mans with the support of Martini®. Whether a Porsche 908, 917, 935 or 936 or one of various 911 RS or RSR models, common to all of these race cars was the memorable Martini® Racing livery implemented in a wide variety of designs.

Porsche AG and the Martini® brand, represented by Bacardi & Company Limited of Switzerland, have signed a new partnership agreement to create a modern Martini® Racing design to be exclusively available on the innovative 918 Spyder.

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.

Continued on page 30



Check the results of the three toughest races in the world. You'll learn a lot about the Porsche.

- 1. Sebring, 1966.** In a race so rugged that only 30 of the 64 starters finished, Porsche's Carrera 6 was 1st in its class in this 12-hour classic and 4th, 6th, 7th and 8th overall against far bigger cars.
- 2. Targa Florio, 1966.** Porsche's Carrera 6 took 1st, 3rd and 5th overall in "the world's most punishing race." Only 13 of 70 starters completed this race through winding Sicilian mountain roads.
- 3. Le Mans, 1966.** Porsche's Carrera 6 surpassed every car in its class; finished 4th, 5th, 6th and 7th overall, beating many cars with engines three times as large.

We enter races like these not for publicity but to prove out the advanced engineering that makes the Porsche you drive one of the best-handling cars ever built for everyday use. Porsche spent years developing a great competition car so you could have fun driving to work.

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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

The 1988 series featured full color covers, each of which showed a Nord Stern member and his car. Although August is a short issue, the people shots prove “it’s all about the people” in Nord Stern.

August, 1988

- **Peter Muldowney** was president and **Dodie Miller** was doing the newsletter. The Club also had a “Ladies Lunch Bunch”.
- Nord Stern was celebrating 30 wonderful years.
- The cover is a beautiful ground level shot of **John**



Belgarde and his highly modified red 1968 Targa. John would come to the track all the way from Dunseith, ND, where he raised quarter horses on his ranch. I remember that he was a great instructor and really fast. The cover also shows the tower was already at BIR.

- **John Paterek**, who even then was a “nationally recognized restoration expert” was brought in for an Octoberfest Celebration with an afternoon tech event followed by dinner at Gasthof zur Gemutlichkeit in Montrose. There’s an article describing a visit to the famous Paterek garage (“time machine”) in the August 2012 Panorama.
- Three technical articles complete an issue full of great people shots. In half of a page **Bill Siggelkow** explains that you can’t “blip” the throttle on a 944 because of the shape of the cam on the top of the throttle housing. You can replace it with a \$35 part from a specialty shop, or you can change the original by drilling two new holes in it.



Above, Bob Viau leads a tech session at Metropolitan: the students are excited.

- **Jim Seubert** recaps a tech session at Metropolitan Imported Autos. A very youthful **Bob Viau** (editor’s note: that’s putting it mildly!) showed parts of a CIS fuel injection system and how they work. Service Manager **Roland Viau** was also helping and **George Andeweg** got a thank you as well.
- Bob Johnson’s AutoCraft was still in the little town of Altura, east of Rochester.

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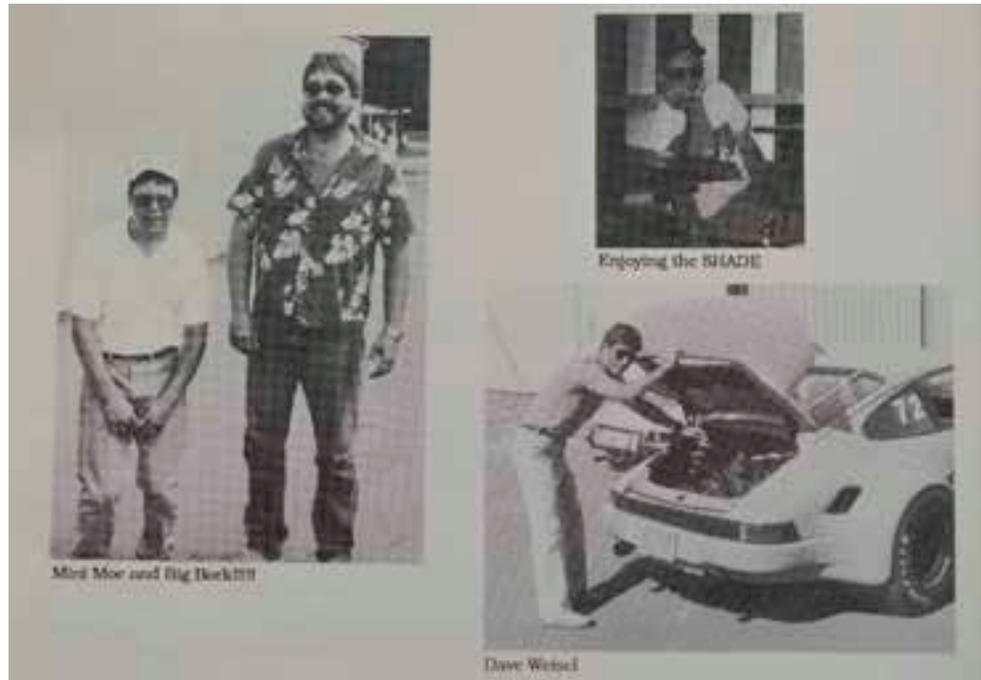
Abvoe, Nice layout on Langren ad

Most of these people shots need little comment other than to note a number of members who are still well-known, very active and still involved in the club!

“Rick, I think you are slouching a bit in your pic with Paul Bork! (right)

Ron Draper (shade man!) is a past club president as is Dave Weisel. Dave appears on occasion up at the track (and the Boeders own one of his former Porsches!)

Scan lower right is of Daryl Fortier and Terry Johnson who were very active when the Boeders joined in 1990 and undoubtedly had been hard at working running a driver training day when this shot was taken.



The Scans continue . . .



Paul Marley & Greg Christensen

Denise Gennard "Top Banana"

Jeff Langner

July Fleming

Rita, Rick & Bill



Say? Do you do windows too?



Now listen my sons & you shall hear.....

Editor's note: A lot of names above will be recognized by many members! Lower right are Kim Crumb, Rick Sojkowski (past club president) and Bill Siggelkow and above right is Sonia Fortier checking her tires . . .

Editor's note: And if others can be identified don't hesitate to email me and let me know and I'll follow up next month with the additions!

918 . . .

continued from page 26

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; electro-mechanical power steering; multi-link rear axle with adaptive electro-mechanical system for individual rear wheel steering; optional electro-pneumatic lift system on front axle.

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

CO2 emissions:

Total ~ 70 g/km

Range: Purely electric > 25 km

About Porsche Cars North America

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga. is the exclusive U.S. importer of Porsche sports cars, the Cayenne SUV and Panamera sports sedan. Established in 1984, it is a wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany, and employs approximately 220 people who provide parts, service, marketing and training for 194 dealers. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the brand's 63-year history and leadership in the advancement of vehicle performance, safety and efficiency.

At the core of this success is Porsche's proud racing heritage that boasts some 30,000 motorsport wins to date.

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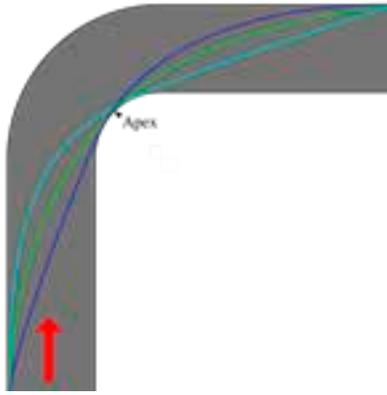
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- 2. Address/phone/email/main contact?**
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Rochester, MN 55904
bjp@burschtravel.com
800-243-3652
BJ Peterson.
- 3. Type of business . . . ?**
Worldwide travel, airline tickets, tour packages, rail, and cruises. We also provide services for independent travel, car rental, and hotel reservations.
- 4. Years in business . . . ?**
We have been in business for 50 plus years.
- 5. Number of years as a Nord Stern member and/or advertiser . . . ?**
We have been Nord Stern members for 12 years and advertisers for 7 years.
- 6. Why will Nord Stern members be excited to do business with you . . . ?**
Why will Nord Stern members be excited to do business with you? Travel is what we do every day. We save you time, monitor prices, and offer value and peace of mind. Our agents have been to every continent and can offer exciting suggestions for your travel needs. We make your dreams come true. We work for YOU, not the airline or tour company. Therefore, we earn your trust and loyalty by being your single, objective source of information on any travel product. As an American Express Representative, we also offer the advantage of working with the largest travel organization in the world.
- 7. My favorite Nord Stern event is . . . ?**
The Rochester Labor Day picnic in Rochester, MN. is our favorite event.
- 8. My favorite PCA event is . . . ?**
We are looking forward to attending a PCA event in the near future

9. Nord Stern members would be surprised to know that . . . ?

I handled all the travel arrangements for the Gold Medal 1980 USA Men's Hockey Team. I remember that the assistant coach, Craig Patrick, had an Olympic Blue 914. (editor's note: that is sooo cool! Being died-in-the-wool hockey fans, specifically Gopher hockey and long-time season ticket holders, that of course was a huge highlight with Herb Brooks in charge of a gritty group of players. I think my significant other could watch 'Miracle on Ice' over and over. And love the Minnesota connection to a stellar moment in hockey history.)

10. When I'm not at the shop, you can find me . . . ?

Traveling, helping my husband Jeff Boehm work on his 911, or taking drives throughout Minnesota and Wisconsin.



The Vickery Bowe Group Merrill Lynch

- 1. Company name?** The Vickery Bowe Group Merrill Lynch
- 2. Address/phone/email/main contact?**
Peter Vickery
The Vickery Bowe Group Merrill Lynch
308 Walker Ave. South
Wayzata, MN 55391
952.476.5632
Peter_Vickery@ml.com
- 3. Type of business?**
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7. My favorite Nord Stern event is ...?

The Concours.

8. My favorite PCA event is ...?

I really enjoy reading the monthly Porsche Panorama newsmagazine.

9. Nord Stern members would be surprised to know that ...?

I just received the dealer's 45,000-mile checkup

notice for my 1988 Carrera (purchased new). I have been a member since 1982 (or thereabouts).

10. When I'm not at the shop, you can find me ...?

I am either driving or washing my 911, but not necessarily in that order!



Editor's Note: And of course Peter would be so modest and not share that he is a past president of the club, past chair of many a Concours event when they were held yearly in Afton, MN plus a Driver Ed instructor extraordinaire (he was very active and involved when the Boeders joined the club in 1990 and attended their very first Driver Training day followed by the two-day Last Fling DE that September of 1990. A pivotal year in our household! And I am sure there are many other areas Peter contributed his time and talents for - it was great to see him recently with his young daughter, Mei, at this year's Club Race weekend. Mei was *quite* interested in the cars and she really, really wanted to know 'who won' so watch out, Peter, you may have a budding 'car person' on your hands!

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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

Parade . . .

continued from page 18

there is? Her great, great grandfather James is listed, they even had a copy of his signature on the ships' manifest when he came over in 1851 at age 18. You can do a lot of this on-line but the microfilms and books are another matter. They will ship the microfilms to regional centers, but 'Those Books' stay there in SLC.

Thursday is the Gimmick Rally, another event you can do with your rent-a-car. The route takes you up Immigrant Canyon and then to the site of the 2002 Olympic Winter Games in Park City. I was really looking forward to that. Why? Back 10 years ago, I was fortunate, and it was at the request of the U.S. Committee who said that I had been nominated as "an inspiring person," to be invited to carry the Torch in the official Torch Relay to the Winter Games



in SLC. I was also extra lucky. Oh? I also got a sponsor, Hampton Inn Hotels, who bought the exact Torch I used, #75 . . . and then gave it back to me! I have done quite a number of community



events with it. I had packed it carefully for this trip. When we got to the Park City Olympic Site during the rally we intended to take a few pictures.

It was great to watch the skiers doing their Aerials, and then I donned the upper part of my uniform and picked up my Torch for some photos. One of the officials stopped and offered to take a photo of us

together, which was appreciated. Imagine my surprise when she said, "We don't even have one those," pointing to my Torch. Then she asked, "Would you consider donating it?" Well, I'll be keeping it for the time being but I'd consider Willing-It to them. We are the only significant country that doesn't support our Olympic athletes with major government funding, leaving budgets obviously tight.

Friday is the Porsche History and Tech Quiz. Think of it as - a kind of multiple choice/true-or-false Porsche "Trivial Pursuit." There are 50 general questions and 25 on a specific model (of



your choice - we did the 928,) plus 10 tie-breakers. Afterwards we pick-up our Art Show entries . . . that's the hint that the wrap-up is already beginning.

Saturday we attend the volunteer party at the Hogle Zoo; it's buffet lunch and then door prizes. You can't have these kinds of events without hundreds of volunteers so Betty

and I hold up our end-of-the-stick each year. It's a lively group and I think the "primate zoo" sign just maybe could have been moved over to our PCA pavilion!

Then it's time for the Victory Banquet. We do the social hour with former Nord Stern members! Who? Bobbi Miller, with husband Jim, and also Dodie Mueller and husband John. Actually it looks like a "former Nord Stern editors" convention so I snap their photo with Betty (*editor's note: I'll say, between Bobbi and Dodie you have half of Nord Stern's history of newsletter production represented! I'm jealous! Send me that picture.*)

They announce the 2013 Parade dates as the last week of June in Traverse City, Michigan and the 2014 Parade will be in Monterey, California. Those will be repeats of 1989 & 1990 respectively . . . yes, I was at those so now I'll do "Round Two!"

They give out those Tech Quiz awards. Betty wins Ladies Q08 and I finish 2nd in Men's Q08, both with respectable scores. This premier Porsche Club celebration always seems like it ends too soon!

Sunday we load up and head east: it's Summer Breeze from Seals & Crofts on 70's on 7. Back through Wyoming to Nebraska and the next day through Iowa . . . now with so many giant white windmills. History



repeats; those were a staple on the prairie once before. It's Monday evening, and? It's Pat Metheny's "End of the Game" which musically captures the home stretch as we're on I-35 headed north. So what might I say, as I start my second quarter-century of Porsche Parades? See you in Traverse City!



A Few Scenes from the Vino In The Valley Drive! What Fun!

all photos by Klaus Schneegans

Book Reviews for Porschephiles

All But My Life, Stirling Moss face to face with Ken W. Purdy

by Stirling Moss, by published in 1963 by E. P. Dutton & Co., New York,
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

Stirling Moss is probably the best known of all the Formula 1 race drivers, despite the fact that he never won a World Championship. The reason for both has something to do with the fact that he was totally loyal to British racing cars, (and privately owned several), at least in Formula 1 events, stating “Better to lose honourably in a British car than win in a foreign one.”

Moss did drive foreign makes in sports cars. His 1953 Milli Miglia win driving a Mercedes-Benz is one of the best known stories in motor racing, largely because his co-driver in that event (motor racing journalist Denis Jenkinson) wrote a famous article about his ride with Moss.

Stirling Moss was also a prolific author. At the time *All But My Life* was produced, the Stirling Moss by-line had already graced 5 books and some 800 magazine and newspaper articles. Despite his prime billing on the cover, this book is not by Stirling Moss, but by Ken Purdy. Not that that is all bad – Ken Purdy was a motor sports writer whose skills are immortalized by The International Motor Press Association’s annual Ken W. Purdy Award for outstanding writing that deals with the automotive world. Purdy has produced an excellent as told to sort of biography, including very extensive quotations from Moss, but the Purdy does intrude on the Moss in some parts of the book.

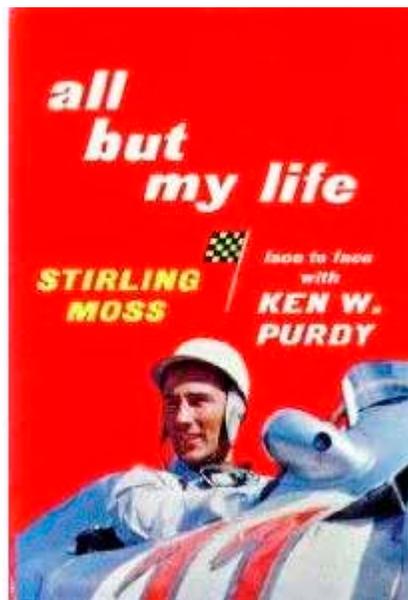
All But My Life was produced shortly after Moss had decided, based on a test drive in a Formula 1 Lotus, that his 1962 crash at Goodwood (which left him in a coma for a month), had degraded his skill to the point where he should quit racing. This book is a re-cap of his thinking and philosophy, more than a description of his experiences.

Chapter 1 is largely a summary of Moss’s racing career from 1948 to 1962. He won 212 of the 529 races he entered, including 16 Formula 1 Grand Prixes. He would compete in as many as 62 races in a single year and drove 84 different makes of car over the course of his racing career, including Lotus, Vanwall, Maserati, Jaguar, Ferrari and Porsche. Like many drivers of the era, he competed in several formulae, very often on the same day. A foretaste of his capability came from his first season as a novice race driver – he entered 14 races, competing against established racers, and won all but three. Chapter 1 also includes a very personal description of Stirling Moss’ new (in 1962) house, with an incredible collection of very modern (for the time) conveniences (truly a spectacular bachelor pad for the recently divorced (and suddenly retired from racing) Moss).

The remaining 11 chapters deal with his thoughts, impressions and attitudes. The chapters are numbered, not named, probably because no chapter has a focus clearly different from that of other chapters. They are what Road&Track would call Miscellaneous Ramblings, sort of a stream-of-consciousness discussion of various personal and racing related matters. Particularly interesting are his comments about other contemporary and historic drivers, the matter of courage for a racing driver, and race driving as an art up there with painting and sculpting.

All But My Life is a book about Stirling Moss, the (young) man and race driver, not really about racing. The title alludes to the intensity of Moss’ involvement in motor racing but after reading the book it seems that a more appropriate title would be: Nothing but my Life. The book is an intensely personal exposure of Stirling Moss the person, even delving into his ED problems (at age 33) after his divorce. Intense as is the coverage of his fourteen racing years, the book leaves one wondering about the fifty active years of his life since. This is certainly a book that Sir Stirling Moss OBE, FIE, would never write, or even condone perhaps, but it provides insight into the mind of a truly great racing driver and a fascinating glimpse of the young man he once was.

All But My Life, Stirling Moss face to face with Ken W. Purdy consists of 240, 5 x 8 inch pages, including 18 black and white pictures, and a complete tabulation of his race results, even listing events at Watkins Glen and Riverside, and listing one event in a Morris Minor, one in an Humber Super Snipe, and 11 in a Porsche. It is available used for \$15 (hard cover) or \$7 (paperback) at <http://www.amazonbooks.com>.



Classifieds

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10th of the month prior to publication date: editor@nordstern.org.



1973 914 2.0

Original Owner!! Bought in Pennsylvania and a daily driver for the first 7-8 years. Body rebuilt and painted mid-80s. After a few years in storage, paint refreshed and brought to MN in 1995 when I relocated here. Engine professionally

rebuilt (by Al Lee) on '05. Garaged and little used the past few years. No show car, but a decent car and with a little TLC a lot of fun for a lot of years to come. \$5900. Alan vanHorn 952-474-0535. avanhorn1@msn.com.

1984 944 Coupe

Gold/brn, 191,000 mi, 2nd owner for 20+yrs. stored winters. Clean car, new seats and floor mats. Priced to sell, \$3,800/OBO. Steve Hayden, Eden Prairie, MN. 612-669-8236. scharles22@comcast.net



1994 968 Cabriolet

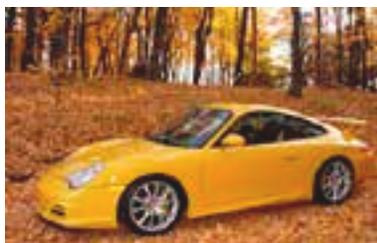
Very nice 986 Cabriolet purchased in 2005 with 47,000 miles; now with only 68,600 miles. Grand Prix white with classic grey top and classic grey partial leather interior. AM/FM radio and rear back shelf with wind deflector. Porsche crest on 16" light wheels. We've always garaged it and never driven in the winter and snow and salt. It's in great shape and one of only 5000 968s exported to the US. Carefully maintained and not modified. Engine and paint in great shape and a black bra included. Asking \$16,500 and located in the Sioux Falls, SD area. Contact Jim Lillegaard at 605-987-5408 or 605-530-2108 or at ajplil@svtv.com.

944 / 951 track Car

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1989 944 TS track car

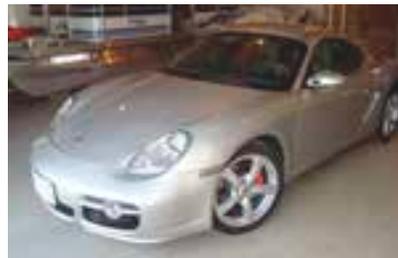
Currently without glass, and interior in process. Full cage, Fresh (20 minutes) rebuilt 400+hp Lindsey/Autoedge motor, Huntley Racing, Penske Shocks, Coil overs, Boost control computer, Evo II seats, two sets of HRE wheels + Factory Wheels. Needs Lexan and Interior finished to be on track for PCA GT3. Reasonable offers entertained. Ray Newman, r.clayton.newman@gmail.com, 612.202.1370.

Wheels

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SEPTEMBER

8	Arkansas Run	Ozark Lakes
8	Fall Tech Session and Drive	Central Iowa
9	Drive to Planes, Trains and Automobiles, Geneso, 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 Carerra 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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