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October 2012



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N O R D S T E R N



O C T O B E R 2 0 1 2

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Contents

Departments

- 4 2012 Officers & Committee Chairs
- 5 The Prez Sez . . .
- 5 PCA Membership News and Discount Information . . .
- 6 Welkommen . . .
- 6 So, Just What Do We Do In Nord Stern??!
- 7 From the Editor . . .
- 8 Letters to the Editor
- 9 Car Biz Board . . . One Stop Shopping!
- 27 Carmudgeon Chronicles!
- 32 Advertiser's Apex: Diversified Cryogenics
and AutoMotorPlex™ Minneapolis
- 36 Book Reviews for Porschephiles
- 37 Classifieds

Features

- 12 A Few Memories from 2012 Club Race at BIR!
- 13 Labor Day Picnic in Rochester

- 16 A Rennehaus 914 Makeover for Tom Countryman,
August 17 and 18, 2012
- 19 Tom Countryman, a Greatest Generation
- 24 Brake Fluid Q/A
- 26 Out and about at Rochester Labor Day Picnic
- 30 Porsche's Premier Engine Designer
- 34 PCNA statement on ALMS and Grand AM Merger
- 34 Vintage Porsche Ad - Was Fur ein Jahr
Yes, 'What a Year it Was' 1970!
- 35 Driving Impressions of the GT3 RS

Upcoming Events

- 10 2012 Calendar . . .

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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Cover: Photo by Jeff Boehm. 356 headlight is captured in all it's glory at this year's All Porsche Show. Editor's note: what a beautiful angle and detailed close-up. Absolutely cover material. Thank you, Jeff!



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

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The Prez Sez . . .

by Jim Bahner

Even though fall is now just upon us, our club has already been planning for 2013. Next year's President Ron Johnson has been hard at work recruiting committee chairs and volunteers for his term. If you would like to get more involved in the club and experience the increased enjoyment that volunteering brings, I would encourage you to contact Ron and discuss the opportunities. All current officer and chairperson information is listed in the beginning of the newsletter on page four.

Our Last Fling Driver Training/Driver Education event at Brainerd International Raceway was a few weeks ago and it was successful thanks to many of our clubs great volunteers. I would like to thank Ron Johnson who ran our Drivers School on Friday, Doug Anderson who was Eventmaster for Saturday and Sunday, Dave Anderson who took care of registration, Keith Erickson who handled Safety, Michele Johnson who set up our insurance and to everybody who lent a hand.

I have not been on any of the club's previous 19 Fall Color Tours so as I write this I am excited about finally being signed up for one, especially one that will be the 20th anniversary. I have

heard that members John Dixon and Jill Daneu have gone the extra mile planning a great trip. As you read this it has already happened but not until after the column was due so I will have to present my personal report on the Fall Color Tour next month. (Editor's note: and we are excited that our current president will be joining us 'Up North' for one of Nord Stern's premier annual events! The Boeders now try to keep this on the calendar each year as it truly is a great deal of fun and a great compliment to all the track driving and racing we also enjoy! So welcome, Jim, and looking forward to sharing the weekend with the Bahners.



If you have any ideas for your club next year, or any new events you would like your club to host please contact Ron or me this fall.

– Jim



PCA Membership News and Discount Information . . .

Anderson Motorsport Inc	10
Auto Edge	BC
Auto Motorplex Minneapolis	7
Bill Wolfson, Commercial Real Estate	7
Bravo	15
Bursch Travel	8
Car Biz Board: Diamond Interiors, Diversified Cryogenics, e-Glass Service, Higgins Insurance, Performance Auto & Audio, Trackside Tire, RaceSuitRental, Racing Products MN	9
Carousel Automobiles	IBC
Chateau St. Croix Winery	31
Collision Center, Inc.	23
Courtney Truck Service	11
Dent Kraft PDR	17
Genie's Paint	22
Imola Motorsports	IFC
Kramarczuk's	37
Mac Tools	8
Maplewood Imports	IBC
Merrill Lynch	23
Mortgage Marketing Associates	31
Nurburgring, Inc.	14
Pedro's Garage	23
Portico, Patio and Sunrooms	25
Raymond Autobody	23
Southdale Optical	11
Structured Network Solutions	38

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

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

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

Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Brian Brastad

2004 996 Coupe

Jason Brown

1999 Boxster

Lee Lampland

2006 911

Lisa McEllistrem

1993 968 Cab

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.

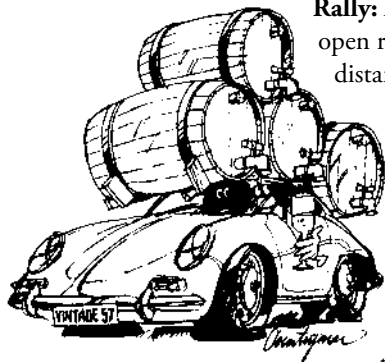
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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

Need to take care of a few housekeeping items to start this month's musings. First off, a photo identification correction. **Kelly Mayer** emailed to let me know the photo on page 12 of the August issue featuring a write-up about long-time Nord Sterner Hank Godfredson actually shows her husband Scott (and not Corey Johnson). Thanks for the correction, Kelly said that trip was one of Scott's favorite, and best Nord Stern outings. It certainly looked fun.

And I actually had not one, but two members correctly identify last month's cover photo by Ron Faust. **Heinz Gutmair** in Eagan called Ron directly to identify the rear wheel of a Porsche tractor displayed at this year's All Porsche Show held in Roseville June 26. In addition, **Don Lawrence** also let me know he recognized it as a Porsche tractor wheel that he was pretty sure was on display at the All Porsche Show - even though he wasn't able to attend. He said the lugnuts gave it away as well as the color. And he admitted it's on his list as something he'd really like to add to his current tractor collection! He did know it might be there, though. In my opinion both of you are winners. Thanks for actually reading and responding as it's always a bit of a mystery as to whether members read the newsletter or thumb through for the photos. I am sure there are both types in the club and that's just fine. It's truly mostly fun putting together the issues each month as the challenges continue.

I also recently received another inquiry regarding an event by a member wondering why nothing has appeared in the newsletter as a follow up. Since content is truly member-driven I am dependent on you, the reader and club member, for just such info. It truly is so helpful when articles, photos, commentary gets sent in to me and I am frankly continually amazed - even after all the years I've edited and put this together - that each month starts out with the 'oh dear, what do I have for this month' lament and ends so quickly with the opposite and my scrambling to find room for everything that's come in. Thank you to one and all! I am grateful.

And this month is absolutely no exception. With the recent loss of one of our charter club members and all around nice guy, Tom Countryman, please enjoy the couple of articles focused on Tom and his passion for racing, driving and owning Porsches! He will be missed.



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Letters to the Editor

Courtesy ClubTalk

Quick Question, 944/968 engines - what is the engine oil preference for a track car? Are they equivalent? Read all the junk on the internet - nothing seemed conclusive. Mobil 1 or Royal Purple?

I run RP in my 911 and 924 Chump car, but Mobil 1 in my 968.

Also, any locations for filter drop-off in Minnetonka or Hopkins? Local quick lube quit taking them - have about 20 filters that I would like to properly dispose of. I appreciate the input.

– John Velure

I reached out to a friend at Mobil 1 with your question. Here is his response. He also indicated that if you have specific technical questions regarding Mobil 1 and Royal Purple, he would be willing to discuss and actually, this sounds like a good tech session for next winter! Also, the Hennepin County recycling center (169 and Brooklyn Blvd) takes used filters.

“Roger, To answer your question, the recommendation for track day with a Porsche 944/968 would be the same oil that Porsche racing team uses when racing. Mobil 1 0W-40, this is also the Factory Fill oil for all Porsche vehicles including Porsche 911

GT3's. The Mobil 1 0W-40 has the high temperature stability to meet the demand of track days and racing in addition to the higher level of anti-wear for long term engine protection.

This is the same oil that the Flying Lizards, Falken Tire, The Porsche GT3 Hybrid, Porsche Supercup, and most all Porsche GTC team use. Not sure of the reason why the writer is using a different oil in his 911/924 but I suspect that someone has told him that it needed higher Zinc Phosphorus levels or something along those lines.

Mobil 1 0W-40 is optimized for Porsche and other European OEM Engines and contains a high level of anti-wear (1000 ppm) compared to typical API GF-5 Engine oils. It is even higher than our Mobil 1 5W-30 product.

We do also make a line of Racing specific engine oils - Mobil 1 0W-30 Racing Oil, Mobil 1 0W-50 Racing Oil, Mobil 1 15W-50.

– Roger Johnson

That was very nice of him to reply to our questions. It does however create a couple more for me at least. Most of the

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2012 Calendar . . .

October

- 20** **Octoberfest/Annual German Carfest**
AutoMotorPlex Minneapolis
9 a.m. to 1 p.m.
See page 14 for additional information

November

- 11** **Annual Old Log Outing, Details TBA**

“Third Thursdays” of each month

5 p.m. ++ An Informal ‘Post-Work’ Social at
All Nord Stern members welcome!

Club Jager

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<http://clubjager.com/>

October 18

November 15

December 20

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Above, photos by Glen White from our June All Porsche Show held in Roseville as a part of Rosefest. Top overview of the park and for those of you with sharp eyes (and perhaps willing to download the color pdf file from online) will ‘recognize’ the rear wheel on the tractor to the left. Recently featured in the previous newsletter there were a couple members who knew what the cover shot was! Thanks, Glen, for the panorama views of a great 2012 event! If you haven’t attended this annual gathering of 200 plus Porsche do get it on your radar for 2013.

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A Few Memories from 2012 Club Race at BIR!



Letters . . .

continued from page 8

track drivers I know (non-professionals) use Mobil 1 15W50, one of the oils from their racing line according to the response.

When driving a car on a race track I wonder what the difference is between the 15-50 and the 0W-40 that he recommends? Less internal drag for the 0-40, thus more HP, but still enough protection?

Maybe if you're a professional race team slightly more HP is worth a reduced amount of engine life due to thinner oil? Also if Mobil 1 has a specific race line of oils (Mobil 1 0W-30 Racing Oil, Mobil 1 0W-50 Racing Oil, Mobil 1 15W-50) why would the Porsche race teams, Flying Lizards, Falken Tire, The Porsche GT3 Hybrid, Porsche Supercup, and most all Porsche GTC team use the 0W-40 and not that specific race line of oils? When would you want to use one or the other?

– Jim Bahner

Battery Charger Questions

Schumacher. Enough said. I've been using them for a long time (20 + years) and I leave the car plugged in in an unheated, most of the time, garage. It is a "smart" maintainer and mimics the car charging the battery when running. If the battery is good and the fluids are right, it is as if the battery never went into storage. Never had a problem starting the car after a long sleep. You also don't need to disconnect the battery to connect the maintainer. This is a battery maintainer and not a charger. That is what you want

but spend a few more dollars and get a smart one that monitors the battery's charge and only runs when needed. They run from \$35 to about \$50 at any automotive store.

– Jon Beatty

One important note. If you get the cigarette light port style make sure the lighter is not controlled by the switch! If so Porsche makes an adaptor just talk to Mark

– Mark Pladson

Iuse the Battery Tender (maintainer & Charger) on my GT3. I like that it comes with a cord that you attach to the battery and it tucks away under the hood. Plug it in in the fall and forget about it. Unplug in the spring and away you go. No lifting of heavy batteries. No taking your car apart over and over again. And if you want to take it out on a dry winter day (like now) you can quickly unplug, go for the drive and when you return simply plug in. Sold at Batteries Plus, mail order and other auto parts retailers around town.

– Scott Kuhne

Battery Tender is a brand of the Deltran, Inc. which is owned by the Prelac family. They are big supporters of Porsche racing. Currently they support the 23 Alex Job GT3. Very nice people. Good products from nice people. I am sure you could pick up the phone and talk to Michael anytime you wanted to.

This led me to looking at their website. They have a very informative FAQ here: <http://batterytender.com/resources/frequently-asked-questions>

– Roger Johnson

Labor Day Picnic in Rochester

by Jeff Boehm and BJ Peterson Boehm

What started out with rain clouds and light showers, a hot and humid day turned out to be a great day for a picnic!

With the threat of rain and predicted hot sticky weather, the turn out was lower than year's past. However, the hearty group whom did show was a great mix of picnic attendee veterans and novices. Welcome to one and all.

Thanks again to **Wanda Prescher** and her sons **Ryan** and **Derick** for the use of their beautiful yard and home for the event. And again photo credits go to our 11-year-old granddaughter, Morgan!

So, mark you calendar for next year, we want to see you here!



OKTOBERFEST!

All German Car Show

Hosted by



Saturday, October 20th from 9:00am until 1:00pm

Because there was no German Car Fest hosted by the Mercedes-Benz Club this year, MBCA Twin City Section members, PCA members and all past attendees of the MBCA's German Car Fest are invited and encouraged to attend the Oktoberfest German Car Celebration at the AutoMotorPlex in Chanhassen!



The Bavarian Musikmeisters 35 piece German Band performing from 10:30 until 12:30



Juergen Holzer from Juergen's Dent Kraft on hand offering paintless dent removal



Food and beverages available from Seven Restaurant

**The MBCA's German Car Fest
WILL RETURN in 2013!**

Plans are already in the works!

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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.

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A Rennehaus 914 Makeover for Tom Countryman, August 17 and 18, 2012

by Keith Jones

Phil Hancock recently organized some of us to work on Tom Countryman's 914 to prepare it for sale. We knew Tom's health was an issue . . . and his family had mentioned this was something we could do to help. (Editor's note: and in true Nord Stern fashion, in jumped a number of members to answer the 'call!')

We did the work at Lon and Lori Tusler's Rennehaus garage. Phil and I worked Friday evening and all day Saturday on the car's ascetics. Michael John and Lon Tusler helped Phil on Saturday with some mechanicals. Mike Jekot and Eric Erickson also came by for artistic assistance and encouragement.

Phil did an amazing job on the paint. Using the 3M polisher he won at the Courage Center Club Race Auction, Phil removed faded yellow sap spots and then brought the lacquer paint back to full life. It took three different compounds and three trips over the whole car, but the results were amazing.

I worked on the interior passenger compartment, the two trunks, along with doing the wheels. I thought the wheels were painted black when we started; surprisingly they were actually a fantastic gray color.

Tom passed away yesterday. For those of us who worked on his car it was a last tribute to a great guy..

Seats that adjust almost as far as a Delta Airlines seat in coach.



Huh, we thought the wheels were black?



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Make Over

continued from page 16

Everything is better, when you don't have to bend over very far

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The final result, it's purdy (Very!)

I told you we could find the engine!
(Lon Tusler and Michael John)



Yep, it says VW here too



Tom Countryman, a Greatest Generation

by Roger Johnson and Mark Boulton



Few among us live to be 90 while living well, while making new friends and memories all along the way. But Tom Countryman, who was a Nord Stern Region founding member, was just such a man. He was a survivor, designer, photographer, racer, engineer, filmmaker and pheasant hunter – as well as a devoted husband, father, grandfather and great grandfather. But Tom's story is also a decades long Porsche story.

Tom was a quintessential member of America's greatest generation. In WWII he fought his way across Northern Africa and into Italy. He returned home only to be called back into service for the Korean conflict. Fortunately for all of us, the Army recognized his photography skills, and assigned him to Publications, which included Stars & Stripes, and sent him to Europe.

There a curious little car got his attention and he arranged for a tour of the Porsche factory. Baron Hushke von Hanstein was his tour guide and a friendship was formed.



Tom Countryman Photo



Tom Countryman Photo

Von Hanstein arranged for Tom to cover the 24 Hours of Le Mans in 1952 and a life-long for sports car racing passion was formed.

Countryman

continued from page 19



At the end of his tour in 1952, Tom purchased this 1951 1300 Normal Coupe in Germany and bought it to Minnesota. It is believed that this was the first Porsche registered in the state. He went out and purchased an Army-surplus tank commander's helmet and entered the St. Paul Winter Carnival ice races on Lake Phelan, the "final, and most exciting event in the week-long celebration." As a filmmaker, he mounted a camera in his car and made his first racing film, *Ice Races*, narrated by John Cameron Swayze.

Tom began racing in earnest and the Normal coupe gave way to a Speedster. This car was raced extensively with both regular and 4-cam 356 engines. Later he drove Spyders, Bert Horton's 904, the Troutman-Barnes 910 and much more. He dabbled a couple times in open-wheel cars but always came back to Porsche.

Below, Tom's daughter Julie rides on this lap on this checkered flag lap at Road America.



When a Spyder without an engine presented itself to Tom, he bought the car and put in the 4-cam motor he had been running in the Speedster and had a running Spyder. He often said this was one car he should never have sold.

As a filmmaker, he often mixed his passions. At the June Sprints at Road America, he mounted what is now a huge camera to the rollbar of his Speedster and took some very innovative in-car footage. The result was the film *Road America*.



A fun part of the making of Road America was that Tom only got two laps of practice in before being black-flagged for having this contraption on the back of his car. That footage was enough to make the film. Only Tom knows if it was intentional or not, but he had neglected to tell SCCA what he was up to. After seeing the finished film, SCCA wished they hadn't stopped him.

Here Tom races Burt Horton's 550 Spyder against Hap Sharp in a Chaparral.



Watch Ice Races here: <http://vimeo.com/49354174>

Watch Road America here: <http://vimeo.com/49357431>

In the '70s, Tom raced a 914-6 with his good friend, Dr. Jack Zimmer. Shown here below is the Carousel Racing Team of Countryman, Zimmer, Frank Hunt and Jim Sechser. Secher was the General Manager of Carousel Porsche which was founded by Zimmer, for many years.



Left, Sechser and Tom raced a 911 in IMSA, including this 1975 run at Daytona.



As a charter Nord Stern member, Tom played a key role in Nord Stern's 50th Anniversary celebration, themed from Spyder-to-Spyder. A highlight was a Q & A with RS Spyder driver, Patrick Long, where the two contrasted what it was like to drive Spyders from two very different eras. **“Q: Tom, how much did your Spyder cost? Tom: About \$3,500, a lot of money then. Q: Patrick, how much does your Spyder cost? Long: Well, you can't really buy one. I'm sure it would be more than a million dollars if you could.”** Each person attending the dinner received a *From Spyder-to-Spyder* booklet highlighting Nord Stern's history that was autographed by Tom and Patrick Long. When asked if he would sign the booklets, his response was “Who would want my autograph?” Today, it's a treasured memento of a very special evening.

A note from Patrick Long:

My condolences to Tom Countryman's family and his many friends. I very much enjoyed our evening together at Nord Stern's 50th. I admire those, like Tom, who paved the way for those of us who race Porsches today.

From Roger Johnson:

Tom Countryman and I had always just missed each other in the Porsche world until I started working on the 50th. When we finally met, the bond was immediate. We had so much in common yet were from such different generations. Tom was 87 then and full of energy. Always quick with a quip. And humble. He didn't see what he had done as very special at all. Nord Stern certainly wouldn't be what it is today without Tom. Rest in peace, dear friend.



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Brake Fluid Q/A

by Pedro Bonilla (PCA Gold Coast Region), published April 2011 in Die Porsche Kassette

The most powerful system in your car is also the most important and many times one of the most neglected.

I'm referring to your brakes, and in particular to the hydraulic fluid also known as brake fluid.

Why do I say that it's the most powerful?

Many people think that the most powerful system in their car is their engine, which, in a Porsche, can develop 300+ HP and can accelerate the (3000+ lbs) car from 0 to 60 mph in less than 5 seconds.

But consider this: Your brakes have to decelerate your car much quicker!

A modern Porsche can go from 60 to 0 mph in just under two seconds. That makes the braking system much more powerful than your engine.

Why do I say that it's one of the most neglected?

Because many, many people have never replaced the hydraulic fluid in their brakes.

Porsche recommends doing a complete flush every two years, but if you track your car you should flush prior to every event, because the boiling point of the fluid can drop to a potentially dangerous level due to moisture contamination and may not even meet the Federal requirements for brake fluid.

What is boiling point?

Wet boiling point is the minimum temperature at which the brake fluid will begin to boil when the brake system contains 3% water by volume in the system.

Dry boiling point is the temperature at which that brake fluid will boil with no water present in the system.

	Wet Boiling Point	Dry Boiling Point
DOT 3	284° F (140 °C)	401° F (205 °C)
DOT 4	311° F (155 °C)	448° F (230 °C)
DOT 5.1	375° F (190 °C)	518° F (270 °C)

But if my system is closed, how can it get contaminated with moisture?

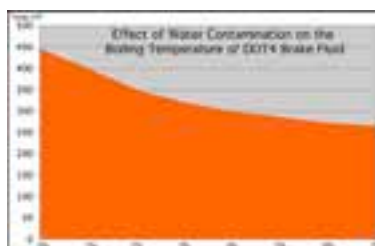
Well, glycol-based brake fluid is very hygroscopic. This means it will aggressively absorb water from the moment the container is opened. Many manufacturers pack brake fluid under nitrogen to extend its shelf life. Brake fluid will absorb water through minute, even microscopic pores in brake hoses, lines and piston seals and when exposed to air. In South Florida, where the humidity level is usually very high the problem is exaggerated. Also, as caliper and brake line temperatures increase and then cool repeatedly, condensation occurs, leaving behind an increase in moisture.

How can moisture deteriorate the fluid?

Over time the moisture becomes trapped in the internal sections of calipers, lines, master cylinders, etc. Brakes generate heat because of the friction between the pad and the rotor and rotors can actually glow red at track events. When this trapped water reaches 212° F it turns into steam (water vapor). Many times air

in the brake system is a result of water that has turned to water vapor. The build up of steam will create a higher pressure in the system, sometimes to the point that enough pressure is created to push caliper pistons into the brake pads. This will in turn generate brake drag as the rotor and pads make contact and will also create more heat in the system.

Water vapor (steam) is a gas. Gas is much more compressible than liquid. So, when you get enough water vapor in the system and you press the brake pedal hard, it will compress the water vapor before the pistons push the pads into the rotors, giving you a "mushy" pedal feel, or brake-fade.



So, which fluid is the recommended one?

There are several excellent brake fluids on the market which are suitable for Porsche brake systems. Obviously the

Porsche-brand is what comes in our cars but many enthusiasts tend to switch to other brands such as ATE, Motul, Castrol, Brembo, AP, Pentosin or others due to availability, cost and or performance.

Because I replace my fluid so often (once per month – as I attend DEs and AXs on a regular basis) I personally use ATE Gold and ATE Super Blue. Both are the same except for the color. By alternating colors you can actually see when the new (fresh) color makes it through the system and that way you don't use more than needed.

One liter of fluid is enough to completely flush the brake and clutch hydraulics in a Porsche.

What do I need to remember?

- If fluid is changed often with fresh fluid it will contain very little water
- Never use silicone-based fluids in your (ABS equipped) Porsche
- Using racing fluid will increase the braking performance of your system
- Never reuse fluid or mix brands
- Use smaller fluid containers and discard remnants
- When replacing fluid, flush the complete system
- Immediately replace the reservoir's cap following any maintenance



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all photos by Morgan



Out and about at Rochester Labor Day Picnic

Carmudgeon Chronicles!

by Ken Kamstra

Editor's Note: Even though Ken's musings in this chronicle are non Porsche-centered, he hits on a theme I certainly have noted among many of my car affectionados friends. That is, a car person is a car person is a car person (and I think it's totally genetic!) and while there's often one particular marque which perhaps best satisfies their longings, it certainly doesn't preclude an admiration, fascination or love for other manufacturers. And Ken certainly has the Porsche bug, too, as he has owned several and currently is a very happy Panamera owner (or so my sources tell me). Do you have a personal tale of pursuit or ownership? If so, send it in as I'd love to publish it - editing services rendered 'free of charge' for those who feel a bit challenged by the idea of 'writing an article!'

Admit it. The fantasy of driving your very own Ferrari has crossed your mind. It doesn't diminish the joy of driving your own favorite Porsche, BMW, Mercedes or whatever. Still, a Ferrari would be nice. Ads for them jump out at you from your car magazines.

Even worse, you could be humbled by one as it blows by you on your favorite back road. I know the feeling. I know it because it's been a part of my psyche since before you were old enough to drive.

Early on there was little time to think about any cars much less a Ferrari. History got in the way. Stuff like WW11. They let me drive their fastest amphibious craft. Even taught me the finer points of handling a 50-caliber machine gun. But no cars.

Fast forward to 1988. Ken Kamstra who dropped out of high school to go fight a war has done okay for himself. One of the top ten agencies in the Twin Cities.

Then the Ferrari fantasies came back. They might have remained just dreams but history intervened again. Enzo Ferrari died! The world's foremost car creating genius was dead at 99. I panicked. "What if they just board the plane up never to create another Ferrari?"

Other Ferrari dreamers fueled the rumor.

"I'd better get one before they're all gone" I told myself. But could I tell my wife, Marion. She'd say something sensible like "You've got a garage full of cars already!"

It was 1990. Maybe it was already too late. Marion was shopping (she has her hobbies, I have mine.) I called Big Red Ferrari in Norman, Oklahoma.

"Yes I have one left. It's a red Mondial Cabriolet. You'll love it." I didn't love the "slightly over list" price but I said "I'll take it."

Two days later, Big Red's truck made it's way to Kamstra's snow piled driveway. Neighbors gawked; I choked up. Even Marion seemed pleased as we both stood gazing at our gleaming red Ferrari.

Car And Driver – much more objective than me – gave a glowing review of the Mondial. Owning one, they said was "like a Cessna pilot who had always fantasized about flying an F-15 jet. The Mondial tingles your soul in all the right places," they said.

It does great things for your ego too. On a trip to Texas, we stopped at a posh Kansas City hotel. The doorman insisted that our Ferrari remain out front while he provided free courtesy car service for us around town.

That never happened in our travels with other fine cars.

Today, some 20 years later my Ferrari still "tingles my soul". And it will always command prime garage space. Old "KENZTOY" (my plates) will never be for sale.

How about your Ferrari lust? If you have none you could be missing something.

– Ken:thinkmk05@comcast.com

Below: Check the custom door latch . . . works for me! Photo courtesy Eric Erickson



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

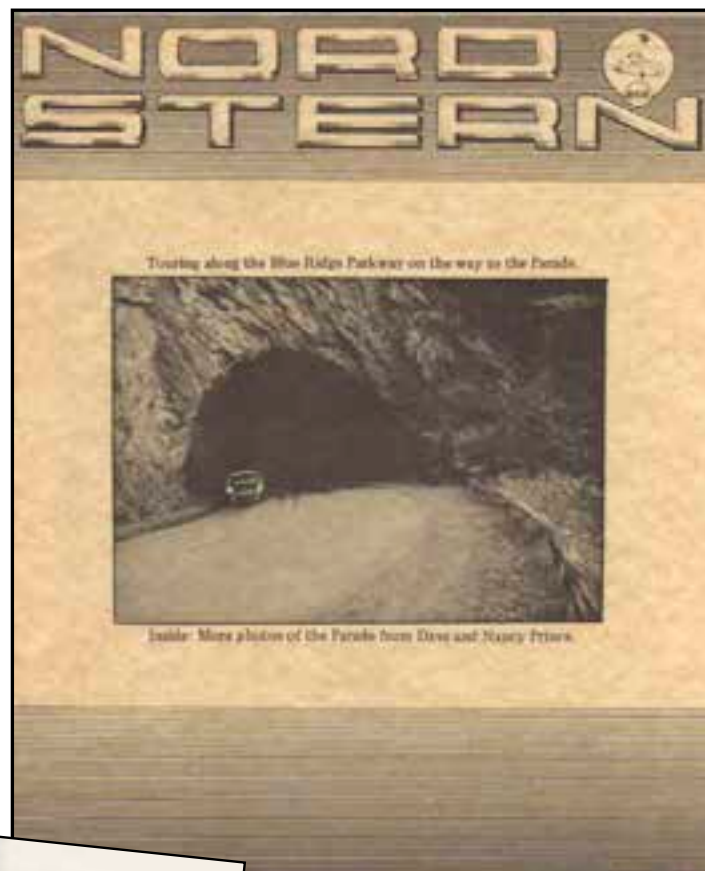


"This series has evolved into a non-chronological review of one or two issues each month. The thirty + year old issues fascinate me because they are so historical and the contents describe a time back when Nord Stern was far different but showed an intensity of interest at least as strong as the present. The newer (twenty +) year old issues have better photography and some faces we know in them too."

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

September, 1981

- Dave Prince tells how to change a failed chain tensioner. The sound the engine made when one of these was failing was hard to miss or ignore. This used to be a common problem before the engineers at the Factory solved it with the Carrera engine in the early '80's.
- The treasury balance is about \$1,000. The minimum expense of a BIR event is \$2,000! The registration fee for the Last Fling was \$40 per car, and \$10 for a second driver.
- Corey Johnson and John Bierbaum



- The original Nord Stern car badges are available for \$20; \$5 will get you a PCA name tag.
- Jim Tourtillotte submits a photo of his 1975 1.8 liter 914, a consistent concours winner (as have been all of Jim's cars).
- The Marketplace offers a 1966 912 with some body problems as well as a 1970 914 2.0, both for \$1,500.
- John Bierbaum is selling a 1970 914/6 with a 2.2L 911 E engine for \$6500.

accompanied Dave Prince to the Parade. The photos of the race cars on display were exceptional.



Ed Jacobson and Kim Crumb



Above, The Pagoda at Elkhart Lake, 1987 Lowenbrau Classic.

Right, Kim Crumb and a 962 at Elkhart Lake

More on this outing next month!



The Pykon Two-Step



Left, Group shot of the dozen Nord Sterners at Elkhart Lake for the Lowenbrau Classic, 1987

Below, from Elkhart Lake, no caption needed!

Above, from October 1987 issue: Last Fling Scenes
Below: Rooster tails at Elkhart Lake 1987



Porsche's Premier Engine Designer

reprinted courtesy Old Faithful, Yellowstone Region PCA

Hans Mezger--one of the world's most famous engine designers once said. "At Porsche, we always use to say that the engine was the heart of the car. Therefore the word engineer must be derived from the word engine. From then on, engine designers were called 'engine-ers' and people who worked on



the chassis, were called 'chassi-neers'." Hans spent his entire career with Porsche developing every engine ranging from the 904, Indy, 911 flat-six, 956/9630 to the world beating F1 TAG Turbo. These engines ran at Indy, F1, LeMans, Rally races and in Porsche's production cars. No other engine designer before or after has had such a wide range of design applications.



Above, the crew from Imola Motorsports which was one of our two spotlighted advertisers in the September issue.



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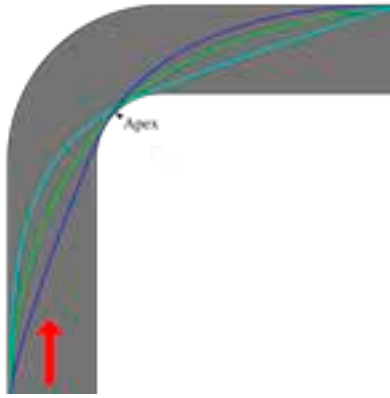
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3. Type of business?

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4. Years in business?

We have been in business since 1996.

5. Number of years as a Nord Stern member and or advertiser?

President/CEO Bill Groschen has been a member for 31 years (since 1981), VP and Treasurer Mark Link has been a member for 12 years (Since 2000). Bill has owned many Porsche cars (18 and counting) and has also been a Nord Stern Instructor since 1982. (editor's note: Bill has been an advertiser for quite awhile, thank you, Bill!)

6. Why will Nord Stern members be excited to do business with you?

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7. Our favorite Nord Stern event is ...?

First, Fast and Last Fling events at BIR and any event at Road America.

8. Our favorite PCA event is ...?

A Porsche Parade when possible.(Bill has been to seven or more.)

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

Bill has owned several (18) Porsche cars: a 550 Spyder, (6)356 Coupes, (3)Speedsters & a Roadster, (4)911's, (2)928's. a 944 & a 968. Also, he has owned several other sports and race cars over the years (20 or more). Bill has also driven 30 + Vintage Races at 10 or more different Tracks, 300 or more DE events at various tracks, attended four professional driver schools, one of which was at the Salzberg Ring in Germany. He was fortunate and thrilled to be able to run the Le Mans track in a Hot BMW Alpina the night before the 1987 Le Mans 24-hour race in France. He then rode in a helicopter with Peter Schutz and his wife (Porsche North America CEO at the time) during the 1987 Le Mans Race where the chopper chased the Porsche 959 # 80 for three laps around the track.

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

At BIR, Road America, MAM, Topeka, Dakota County, or some other race track doing the two things I most enjoy: 100 MPH + in a Cool Car going as fast as I possibly can with my hair on fire and/or teaching someone how to master high-speed driving.



Diversified Cryogenics Crew L to R: Bill Groschen., Chris Stewart and Mark Link



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1. Company name?

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2. Contact Info?

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3. Type of business?

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4. Years in business? 5 years

5. Number of years as a Nord Stern member and/or advertiser?

Three years

6. Why will Nord Stern members be excited to do business with you?

Are you out of space? Are your vehicles safe in your garage? Even if you have an amazingly decorated garage at home, are you surrounded by other like-minded enthusiasts? If not, you are not alone. These are just some of the reasons why many people have joined the Premier Private Garage Condominium Complex – The AutoMotorPlex™. Besides being a facility designed for vehicle enthusiasts, we also support the Local Motorsports community. We host many events on 1st and 3rd Saturdays, which brings the show to us! With almost 800 vehicles resident in the campus, during the MN C&C event we grow up to 1,800 vehicles, plus spectators and their vehicles. We also conduct many member-only events turning the AutoMotorPlex into a Community of like-minded enthusiasts. From Cave Crawls (progressive dinner linking the garages) to charity fund raisers (last year we collected approximately \$70,000 for charities), we have created a safe and quality place where you can enjoy your passion. We have achieved the 50% sold level in the last building on the campus. To find out how you can become part of our community contact us at info@AutoMotorPlex.com.

7. My favorite Nord Stern event is ...?

The Lunacy Club Race

8. My favorite PCA event is ...?

The PCA Steffen Tour (have spent two hours running the nordschleife in a '04 911, the most amazing driving experience).

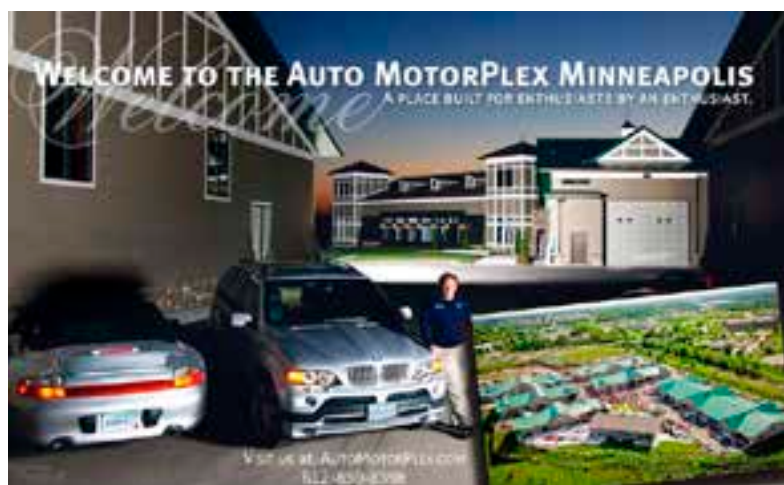


9. Nord Stern members would be surprised to know that...?

The AutoMotorPlex houses three Chump Car racing teams. Join us for the All German Car Show – Oktoberfest on the 3rd Saturday this October (10/20/12) 9am-1pm. We plan to have the return of our ladies in Lederhosen, a 31-piece German Band, Food by Seven Steakhouse and some amazing cars on display. Check in on Facebook or the website for the most current information.

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

At the All German Car Show – Oktoberfest on the 3rd Saturday this October (10/20/12) 9 a.m. - 1 p.m. We plan to have the return of our ladies in Lederhosen, a 35-piece German Band, food by Seven Steakhouse with some amazing cars on display. Check in on Facebook or our website for the most current information.



PCNA statement on ALMS and Grand AM Merger

contributed by Roger Johnson

Porsche Cars North America, Inc., one of the few auto manufacturers which has been involved with both ALMS and Grand-Am from the beginning of both series, is pleased that the primary sanctioning bodies for professional sports car racing in North America are combining resources to produce the best possible series for our customers - sports car racing fans.

Our fans want to see high performance race cars, big fields filled by the world's top manufacturers, close racing and entertaining events both on television and the internet, and of course, at the race track.

With events now possible at all the major road racing tracks - Daytona International Raceway, Road Atlanta, Watkins Glen, Canadian Tire Mosport Park, and Sebring - all formerly owned by either one series or the other - the growing number of fans in our sport will truly have a national championship to follow.

Our fans want to see us compete against the same cars we compete with in the marketplace, and they want to see us win under the most heated on-track, head-to-head competition. We believe this new racing organization gives us that opportunity.

We are also excited about the combining of personnel talent as the most skilled and experienced racing and rules managers will spend the next year crafting a series that meets everyone's basic goals and objectives.

Porsche in ALMS (1999 - Baltimore 2012)

- Porsche overall wins (all with the Porsche RS Spyder: 13
- Porsche Class Victories: 114 (all-time ALMS leader) Audi - 80 Corvette - 75
- Porsche LMP/LMP2 wins: 27
- Porsche GT/GT2 wins: 84 (all-time ALMS leader)
- Porsche 911 GT3 R/RS/RSR wins: 81 (all-time ALMS leader)
- Porsche Class Poles: 98 (all-time ALMS leader) Corvette - 66 Audi - 62

Porsche has won the GT/GT2 ALMS manufacturers title nine of the 13 years of ALMS existence - all with the Porsche 911 GT3 R/RS/RSR family of race cars.

2006 was Porsche's first LMP2 title, and Porsche won the drivers, manufacturers, engine and chassis titles in LMP2 for 2006, 2007, and 2008.

Porsche in Grand-Am (2000 - Montreal 2012):

- Porsches have won 81 class races (all-time Grand-Am leader)
- Four GT Class Championships (2005, 07, 909, 11)
- One DP Class Championship (03)
- One SGS Class Championship (904),
- 2003 - DP Championship - Brumos Racing - Five overall victories -
- TRG took a 911 GT3 RS to the overall victory in the Rolex 24 2007 - 2010 - Won a combined 16 races between.
- 2011 - GT Championship - Brumos Racing - won two races and the GT title by one point

Vintage Porsche Ad - Was Für ein Jahr Yes, 'What a Year it Was' 1970!

Was für ein Jahr.



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Rallyeweltmeister Gruppe 1-4.



Hatrick beim 86 Stunden Marathon de la Route auf dem Nürburgring.

Es ist ein großartiges Beispiel für die Leistungsfähigkeit der Porsche-Familie. Das 1970er-Jahr war ein Jahr der Erfolge. Die Porsche-Familie hat sich in der Welt bewährt und wird sich weiter bewähren. Porsche ist stolz auf die Leistungen, die sie im vergangenen Jahr auf der Welt erreicht haben.

PORSCHE

Driving Impressions of the GT3 RS

by Cole Scrogam, reprinted from 'Old Faithful' February 2011, Yellowstone Region PCA

Editor's Note: One of my favorite small region newsletter is *Old Faithful* of the Yellowstone Region. It's well-done and often has some pretty interesting articles from various members. Recently I came across this contribution and enjoyed reading it so thought I'd include even though it's about the 2010 GT3 RS. But there are reasons, as you will note, why the date is important anyway. Enjoy.

One of the advantages of owning a racing team is getting a first hand look at the latest that Porsche has to offer through Weissach. Getting a first look at a new GT3 version of the R or Cup series is a real treat that almost makes up for the long hours and regular grind of the racing season...almost. For an industry that is often associated with champagne drenched podiums and flashy television productions, few ever see the emotional and physical drain that a racing series exerts on your very soul. I was really lucky to have achieved some success in the Grand Am and ALMS series from the mid 90's to late 2000's, but the real success looking backward at a Motorsports career is undoubtedly the friends made and contribution to the Porsche legacy.

I think of drivers like Darren Law, Patrick Huisman, David Murry and many others that have shared in my personal victories and defeats, forging a bond that may grow faint over time but can never be erased. I think of special cars like the 993 RSR and the 996 GT3R that we used to win a lot of races, and now I see advertised as "vintage" racing specials. One of the great things about technology is that we get to stand on the shoulders of giants, not having to recreate their mistakes and only enjoy their triumphs. As I look back over the past 20 years or so of Motorsports, there are many special Porsche friends that qualify, such as Alwin Springer, George Breuer and Uwe Brettel. I also think of special people that have been important to the Porsche brand that are no longer with us; like Mark Donohue, Al Holbert and Bob Wolleck. I can remember where I was when I learned that each of those men were gone.

Standing on the shoulders of all of these passionate Porsche people, watching the development over the years, winning races and championships and now "retiring" from the sport; it was time last summer to think about what kind of legacy that Porsche was leaving behind and how I could be a part of it. I have always been interested in Porsche history, having restored some earlier Porsche cars and remaining a part of the PCA scene as well as the Motorsports scene. I decided that if I had contributed anything to the cause, it would be most evident in the 997 GT3's that I "retired" with, soon to be replaced with the newest 911 variant. When I learned that Porsche AG would produce the 2010 GT3 RS, I decided that would be the one.

Having ordered a new Motorsports ready Porsche 911 in basically every year since 1998, sometimes in multiples, I

thought it would be relatively easy to get on the "list" for a 2010 RS. I wanted the car in time to compete at the Parade Concours at Lake Charles, and also wanted one of the early 2010 models which would be hard to get it seemed, even for someone that had a steady ordering history. It turns out that doing business with Porsche Motorsports doesn't necessarily move you to the front of the line with Porsche Cars North America, so I had to call for help. Answering the call were some Motorsports friendly acquaintances at PCNA, who helped arrange an early allocation that would be processed through Jim Ellis in Atlanta. The salesperson there, Lenny Deutsch, did a great job with all of the hassle that was involved and the car arrived in May in time to prep for the Parade Concours.



The 2010 Parade was a great event but that is not the reason for this article. The real reason is to explain what it means to drive a 997 GT3 RS when you feel an attachment to the DNA of the car; to the history and people that made this Porsche the latest, greatest technical achievement of the Porsche brand. I am sure that next year and the year after will bring more power, more sophistication, more safety, etc, but this is a special and meaningful car to me that overshadows the future. This DNA, and the fact that Porsche as an independent brand will cease to exist after 60 plus years in the US, makes this car even more special to me.

When you first approach the car, the things that draw your attention are the special graphics and the Motorsports wing. Serious stuff for a road car! The graphics were something that I really did not like at first, but now that I have the car I love the graphics and contrasting paint design, so unique and "proper" for a vehicle with a Motorsports pedigree. The heritage of the car is also evident when you take your seat, for the controls are well placed and offer a hint of the original 911 design, propelled

Continued on page 38

Book Reviews for Porschephiles

Formula 1 All the Races, The world championship story, race-by-race: 1950-2011

by Roger Smith, Published in 2012 by Haynes Publishing, Sommerset, U.K.

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

This book is a stupendous resource, providing detailed information about 858 races, 192 different Formula 1 cars, 102 different winners, 62 seasons and 32 champions.

The research required to produce such a volume is awesome to contemplate. Fortunately the author has been writing books about Formula 1 for some years, and thus was able to produce what Martin Brundle describes in the Foreword as “a comprehensive yet condensed record for posterity.” Indeed, the presentation is almost more impressive than the content. This will never be considered the world’s greatest novel, but for an encyclopaedic reference book, it really is quite readable despite being incredibly comprehensive.

Each decade section has tags in different colors. Each decade begins with a page summarizing the year by listing the chapter headings for each year, such as “Prost yields to ruthless Sena”, of course followed by the year “Sena wreaks ruthless revenge.”

Each year/chapter begins with a page listing the highlights of that championship season, notably including a graph of the points standings, race by race, of the year’s champion and runner-up. These graphs provide a fascinating picture of how the points race was indeed a race, sometimes close, sometimes not.

Within a year/chapter, each race is presented in a table. The table for specific year highlights the race, its location, date, place in the events of the year and in the on-going world championship, and the winner’s name, car and average speed. There is also a short summary of the race itself, a listing of the top six finishers, their cars, grid position, average speed, and also a listing of event features, including the race distance (in laps and mi/km), weather, lap statistics, etc. The standardization of these tables makes it easy to compare information about the various events both within and across years. Scattered throughout the book are a great number of excellent portraits of Formula 1 cars throughout the years and occasional track shots.

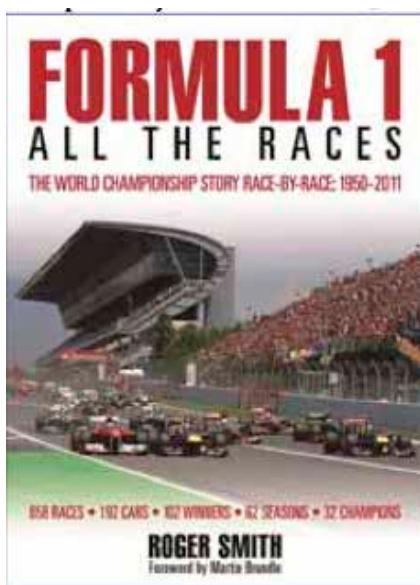
As a cake under the frosting of *FORMULA 1 ALL THE RACES*, each year/chapter ends with several pages of Championship Facts and Folklore, a tabulation of Drivers Championship data and

another for Constructors Championship data for that year. The appendices alone might be worth the price of the book (All the non-championship races, year by year, the Formula 1 winners and their performance statistics – winners in terms of Drivers, Constructors and Engines). There is a table of Champions by year, noting their name, nationality, cars driven, then champions by number of titles won, constructors by titles won, and performance by nation – drivers, constructors and engine companies.

Interestingly (and overlooked by many Formula 1 enthusiasts for many years), the Indy 500 was part of the world championship, and thus Indy data is included in this book. Want to know about Indy in 1950? It was number 3 of 7 championship races that year. Winner was Jonny Parsons in a Kurtis Kraft-Offy in 2 hrs 46 min and 55.970 sec, starting from 5th position and the race ended after 138 laps due to a cloud burst. Thirty-three cars started/22 finished. Parsons had the fastest lap at 128.996 mph. Three drivers (Rose, Parsons and Holland) were leaders with Parsons leading three stints for a total of 115 laps. There is more data presented in the table, but you get the idea.

Clearly *FORMULA 1 ALL THE RACES* is a must-have book for any Formula 1 enthusiast, and really quite interesting to any fan of motor racing. The one who has this book can dominate the conversation at any social gathering of motorsports enthusiasts. Following modern practice, it does not have a dust jacket, the cover image is printed directly on the glossy hardcover itself. Inside are 600, 9-1/4 x 6-3/4 pages and an absolute wealth of information.

FORMULA 1 ALL THE RACES should be available for \$49.95 from your favorite bookseller (ask for it), or from <http://www.motor-books.com>.



Classifieds

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

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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

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.

2004 911 GT3

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



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

1989 944 TS track car

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

2006 Cayman S



17,715 miles, original owner, all maintenance done at Maplewood Porsche. No-accidents/damage, non-smoker, always garaged, never in snow, no track time. Car is in excellent condition, it's

been well cared for from day one. Arctic Silver exterior, Stone Gray standard interior leather and floor mats. 6-speed manual, TPMS, Color wheel crests, clear turn signals. 18" Cayman S Wheels, Homelink system. 3M clear bra on hood, fenders, bumper and side-view mirrors. Interior is in excellent condition. \$35,990. Scott Swanson 952-953-6222 - forest3359@yahoo.com.



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GT3 RS

continued from page 35

forward through several decades of development. I dare say it, but for a modern road car the controls are rather simple. Is that possible? The steering wheel and shifter fall naturally in your hands, and with a few well-placed buttons to control the suspension and electronic settings the cockpit is clean and tidy (I ordered the radio delete, so only a cubby instead of the myriad of PCM controls and buttons!). Sport seats grip you firmly, and the clutch pedal reminds you that it has lots of work to do by the high degree of effort.

As the characteristic left side key switch is engaged, you know this car means business. A quick press of the Sport button activates a flap closing off the secondary mufflers, and allowing the note of the exhaust to change to a low rumble through the titanium center muffler. Engaging the gearbox requires a firm but mechanically savvy touch, which rewards you with perfect inputs and reminds you any time you are not in full concentration mode. This is a car that has a unique personality that you must learn in order to manipulate properly; it will not adjust to your demands. The most striking aspect of the driving experience is how easy the car is to drive around on country roads, quite compliant and with plenty of engine torque, and oh that sound! Better than any sound system, the sound of the flat six engine is heavenly...

As you push the car you are immediately aware that the car is ready for any input, and you feel everything that is going on. There is no road feedback through the wheel that is not perfectly placed to give you maximum communication with the car, as if you are touching the surface of the road instead of a steering wheel. There is a hint of heaviness compared to a competition car; to be expected in a vehicle with a full interior, air conditioning and other amenities, but this slows the responses down to mere mortal levels of reaction times when the car is driving in "spirited" mode. The engine is incredibly flexible, more revs desire more revs and it wants to pull forever, especially in the taller gears. Very impressive, easy to toss around and it makes you feel like

you cannot make a mistake that it won't compensate for. The braking is typically Porsche, progressive pedal feel with a bit more noise that you might expect from the friction surfaces of the brakes. The iron brake rotors produce a prodigious amount of brake dust with the stock pads, perhaps a good reason to opt for the ceramic package if cost is no object. I was happy to experience the "old-school" braking system, and will be removing the center lock wheels often for a good cleaning, albeit with slower wheel changes than I have been accustomed to!

All in all, the RS is a singularly spectacular road car with Motorsports heritage, wonderful feel and able to forge an instant connection with the driver. As I drive it, I am impressed with everything that Porsche has been able to achieve over the years as represented in this RS. It is the culmination of many years of standing on giant's shoulders, and nothing short of what I expected. With the drive complete, sitting there looking at the car, my emotions begin to change. I can't help but feel that this is not so much the beginning, but rather the end of an era. With regulations on the rise, the lack of identification with the automobile in the next generation, and a direction amongst manufacturers that places automobiles on the level of toasters and refrigerators instead of passionate and sometimes quirky machines, I feel that this RS represents an ending of sorts. So as I close this report I feel a host of emotions; satisfaction at being some small part of the development of the greatest road car I have ever driven, joy at being able to own something that represents a dream from a family that reached out to build something better, awe at the technology available to us that makes a car "feel" like it is part of us on the road, and sadness that this is perhaps the end of that era.

Cole founded the Shenandoah Region of the PCA and was a Grand Am Team Owner. He has amassed seven total Grand American Championships in GT3 Cup cars and currently owns a GT3 Cup, GT3 RS and a 1972 911.



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