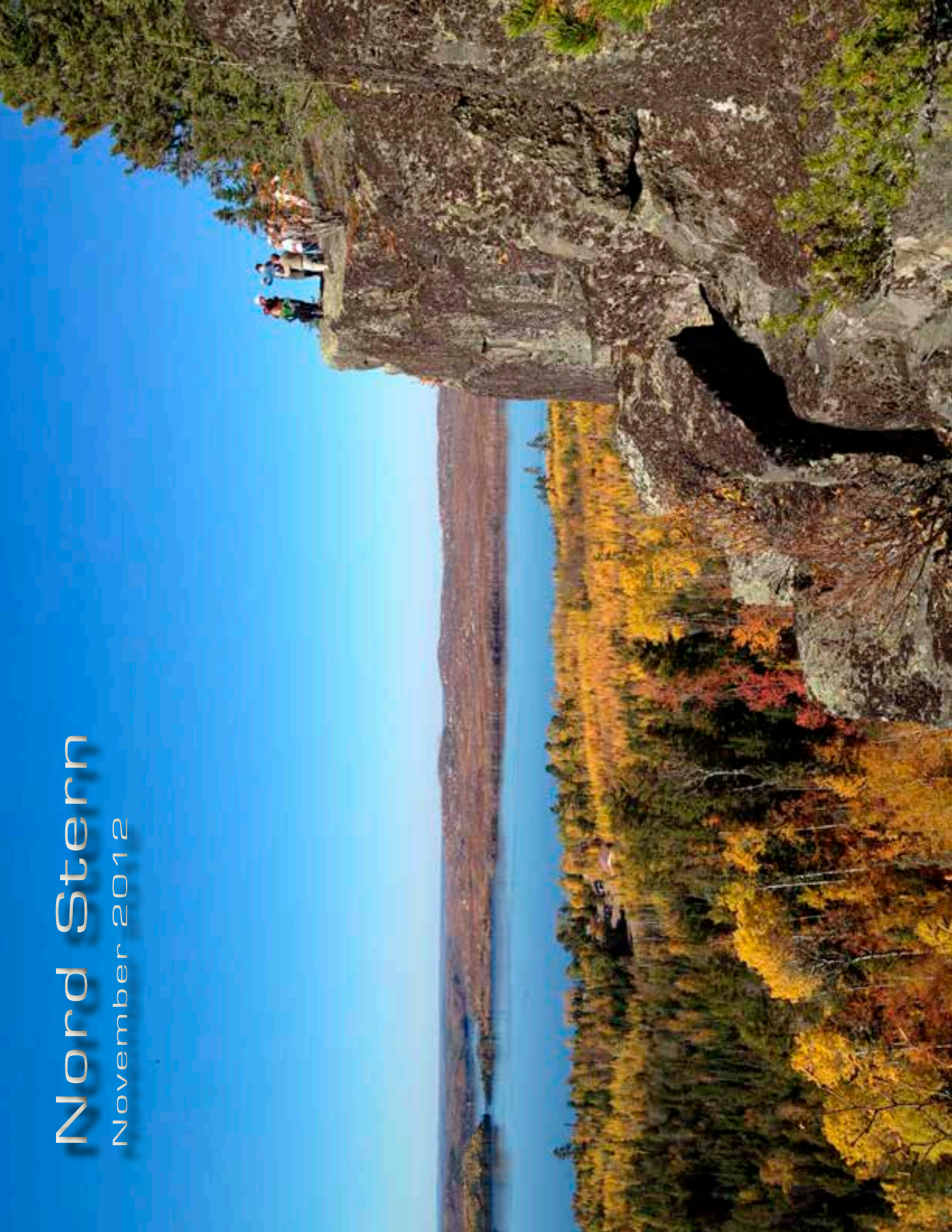


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N O R D S T E R N



N O V E M B E R 2 0 1 2

Dedicated to the belief that . . . getting there is half the fun.

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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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Please contact staff for any event coverage you need

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Cover: On the High Cliffs above the Gunflint Lodge where the views were spectacular and the fall foliage excellent on this year's Fall Color Tour. Photo by Prez Jim Bahner (using his 4S iPhone, no less!)



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

Join or Renew online:

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- 2. Find membership page***
- 3. Select Paypal option***
- 4. Send Ed an email***

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Call Christie Boeder 612.845.4509.

The Prez Sez . . .

by Jim Babner

2012 Looking back at the numbers . . . Now numbers aren't what this club is about but we do need to meet some numbers to keep the fun coming. In 2012 thanks to our hard working volunteers our club has posted some pretty respectable figures. I can't thank them enough for their hard work this year.

Our Driver's Training events pulled in 50 plus novice students at our two driving schools, one held in the Spring and one in the Fall. I know **Ron Johnson**, Driver's Training Chair, has worked hard to get others involved in our club. Some students arrive at our school driving non P-cars cars such Mustang's or Mercedes, and then by that afternoon after such a fantastic time themselves and seeing how well the P-cars handle the track, they start to ask which P-car would be right for them! And there go our membership numbers upward bound.

We also had significant numbers participant at all of the Driver's Education events. Close to 90 for each of the BIR DE weekends and over 120 for Road America. I would like to thank **Dave Anderson** for handling all those registrations along with **Keith Erickson** and **Brad Lano** for taking on track safety at those events.

Our biggest event is the annual PCA Club Race run by **Roger Johnson** with 50 some racers, 60 DE drivers and hundreds of enthusiasts on site. Those are wonderful figures for a Midwest club race. That same weekend **Keith Jones**, our Charity Chair pulled in \$14,000 for Courage Center at the auctions, not an insignificant amount of change by any means and for a great cause.



We had two fun Summer Drives lined up by **Mike Lancial** and **Randy Walker** with over 30 cars each, close to maximum capacity for the venues. Mike's drive started in the SW metro and the Randy's in SW Wisconsin.

We had a fantastic Gimmick Rally set up by **Lloyd** and **Jody Vasilakes** with **Lon Tusler**. This event was one of our smaller events of approximately a dozen attendees, but the people participating went on to describe the terrific time they had and what a super job the organizers did. Makes you want to try to make it to a rally next year! (editor's note: they are GREAT fun!)

The All Porsche show handled by **Phil Saari** produced a huge turnout of around 150 cars - a club record. There were 21hp

Continued on page 8

PCA Membership News and Discount Information . . .



| | |
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2012 Advertising Rates

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

Ad sizes (maximum dimensions):

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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!

John Grant

1999 Boxster

Bob Carlson

1987 944 Turbo

David Montgomery

1990 944S2 Cabriolet

Duluth, MN



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!).

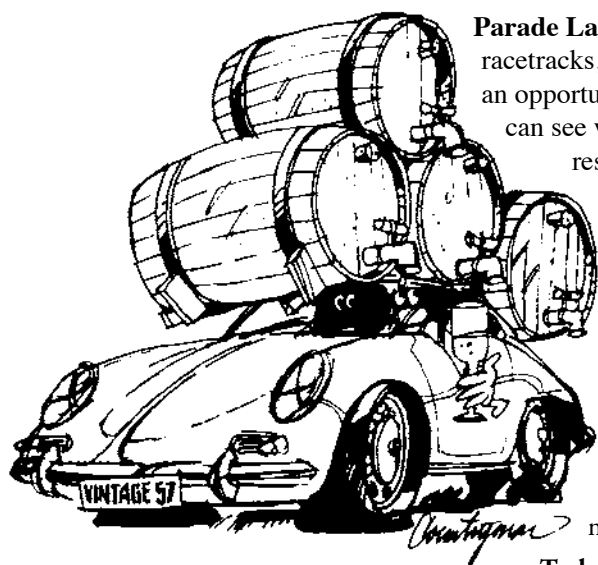
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved 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!

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

This issue is waaay late, don't believe I have ever gone this late into the month working on an issue. Lots of reasons and I won't bore readers with my litany of them. Suffice it to say that life sometimes just interferes. But I secretly suspect that the October issue was so much fun to work on and had such great content it's plain hard to continue the focus into the next month after an issue such as we had in October.

And the bad news is that I will have to now turn around and start the December issue as soon as this one is submitted to our printer! Bummer . . .

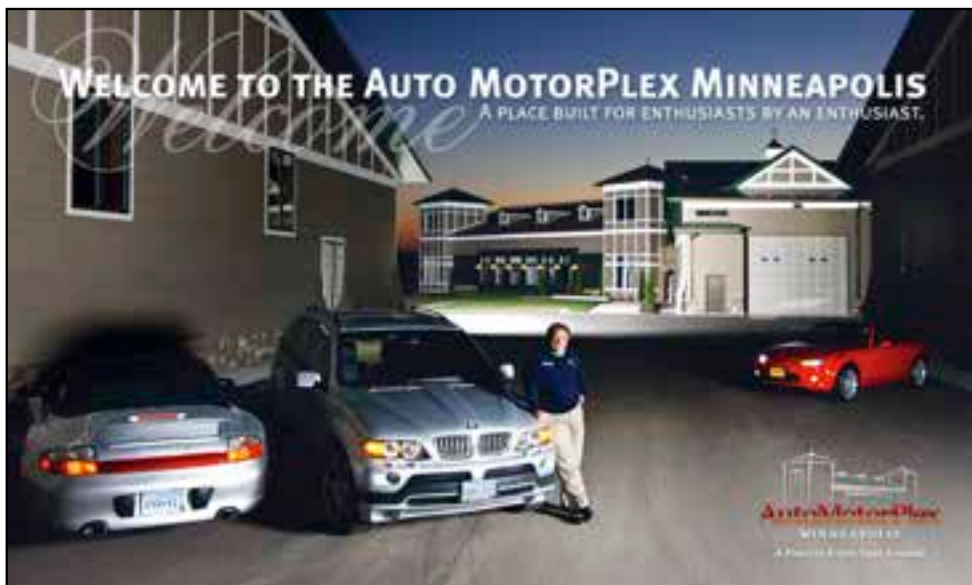
Now that the annual Fall Color Tour is in the books, I am thrilled to say there were many a photo that's come my way that so aptly capture this event and what it's all about. Specifically I have a collection from new member Dave Montgomery out of Duluth. It was his first event with Nord Stern and practically in his own backyard. He was kind enough to take the time to send me a series of emails with the high resolution attachments of a number of his pictures from the event. I also received photos from other attendees including Todd Smith, Greg Adams from Grand Forks, ND and Jim Bahner. In fact Jim sent over a great photo from our Saturday afternoon hike taken from the ridgetop of the High Cliffs that's colorful, scenic and gives the viewer an interesting perspective on the views. I told him via email - Cover Shot! He replied back, believe it or not but the photo was taken with his iPhone! And all he had done was send it on over to me via email off the phone. Boy, a sure sign of the times. How quickly our technology continues to change and evolve. Not that

long ago the idea of a phone being capable of taking a photograph at a high enough resolution for a printed newsletter would have produced more than a chuckle!

However, I still believe in big lens and SLR cameras let alone the powerful digital ones so many of us use to take advantage of the built-in ease of use and functionality! Don't think smartphones are quite there yet, or ready to eliminate dedicated cameras.

So thank you one and all for the great photo collection I now have and can include in our upcoming winter issues when driving events are, shall we say, a bit scarce?!

Jim Bahner has only one more issue to submit a column on a topic of his choice. Do check out this month as he's done a great job of recapping the year with Nord Stern. Taken as a whole it's quite impressive for a car club run strictly with volunteers in a part of the U.S. where we have 3 months of summer and 9 months of winter or road construction!



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Porsche diesel tractors and 500+ hp 911 Turbo's with everything in between. The show's featured model was Porsche "Turbos" along with was a remarkable collection of rare Porsche posters on display all thanks to the fantastic efforts of **Mark Bouljon** and **Ron Faust**.

The Fall Color Tour was also a record turnout thanks to **John** and **Suzanne Dixon's** with **Jill Daneu** assisting. Those statistics were around 48 cars and 96 people. I don't know the number of footsteps that were walked going on all three of John's hikes, but I sure can call to mind all the smiles of those who attended.

Who really has all the numbers is **Jeff Bluhm**, our treasurer. I thank him for his many years of service.

Ed Vasquez is our membership chair. He is at countless events, even non NS events, with a table full of membership registration forms and NS and PCA magazines to handout along with many wonderful club stories to tell. Ed holds two new member socials each year one on each side of the Twin Cities. His next goal is 500 Nord Stern primary region members and he is very close! So if you are reading this online, not receiving a print copy then be sure to contact Ed and join/renew so you can help him reach this goal!

We have added three full-page advertisers to our newsletter thanks to the ever energetic **Jill Daneu**.

Keith Fritze and **Michael John** put on a number of interesting and educational Tech sessions this year. Our February session was all about the numerals 991, the latest evolution of the signature Porsche.

There was a private collection numbering 180+ automobiles and other wheeled vehicles at our Holiday Party's location this year. **Carrie John** did a terrific job organizing this annual occasion.

In the National Newsletter contest ours was rated #2 this year of all the regions our size in PCA. We all should thank **Christie Boeder** for putting out a quality publication month after month and year after year. Thank you, Christie, for that and all you do for the club.

So all counted we had some really nice digits this year. Now while I am definitely a person who enjoys spending time with a spreadsheet as much as the next guy, in a few months after the responsibility of my current position is past I may not be remembering all of these numbers but I sure will be remembering all the genuinely friendly and enthusiastic people I have had the pleasure of working with, and meeting, this year.

It's not the numbers . . . it's the people.

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2012 Calendar . . .

November

- 11 Annual Old Log Outing, Details TBA**
13 Monthly Business Meeting
Lifetime Fitness
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Eden Prairie, MN 55344, 952-829-8400
Social: 6:30 p.m.
Meeting 7 p.m.

December

- 11 Monthly Business Meeting**
Lifetime Fitness
755 Prairie Center Drive
Eden Prairie, MN 55344, 952-829-8400
Social: 6:30 p.m.
Meeting 7 p.m.

January

- 12 Holiday Party!**
Windows on Minnesota - Top of the IDS Tower
Guest Speaker - Randy Probst, Porsche factory driver
and PCA club member
Cost: TBA, watch your details

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2012

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<http://clubjager.com/>

November 15
December 20

2013

Memories from Rennsport Reunion IV

photo by Jim Holton, car restoration by Bob Fleming



The Boeders, left, visited their very first Porsche as featured at the 2011 Rennsport Reunion IV held at Laguna Seca. Bought in 1981 and sold fairly soon thereafter when Bruce realized the restoration work needed for this car was beyond our ability both in terms of time and finances. Fortunately, the perfect person bought it as we found out several years later when we joined Nord Stern in 1990 with a more practical Porsche (a 1980 911 SC - not that any Porsche can seriously be considered ‘practical’ if one follows a strict definition of that word . . .) and saw the work, effort and research that went into restoring this very early 1965 911 to its original configuration. And soooo fun to see it as a Monte Carlo Rally tribute.

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My Porsche Story

by Jake Kooiman

Editor's note: Ed Vazquez, Membership Chair Extraordinaire, forwarded the following earlier this summer knowing how much I love hearing from members about their Porsches and how they ended up with a particular car, or perhaps where their 'obsession' may have originated or just the plain 'ole story we all seem to have concerning the Porsches we own, used to own, wished we own or the ones that got away. Here's yet again another great story. Thanks, Jake, for sharing.



Ed, Nice meeting you and Rolland last weekend. Here are some photos of my '59 Cab which is all original just as my father purchased new from Archie Walker Motors in 1959.

In 1952 my father purchased a new '52 MG TD from Archie which began their relationship. Archie had a fit when he saw my father had zippers sewn on the side curtains to connect to the top. He said it was a "sports car" and to just buy a large coat and throw the top away!!!!

Back to the Porsche. Also at that time, my father became friends with Charlie Nickolas who was the Triumph, Jaguar and Crosley dealer in Fairmont, Mn. Charlie was 5' 4" tall



and was at least 250 lbs. He had no hoist in his dealership/garage so it was quite a sight see him on a creeper trying to adjust valves.

In 1956 my father traded a '51 Crosley Hotshot for Charlie's '55 Porsche Continental Black Coupe. It was a splendid car with corduroy inserts in the seat, finned trim rings on the wheels, "eyebrows" over the tach and speedometer. He loved the car. Going to a Nord Stern meeting in the Cities in 1959 he saw the Cab at Archies and traded in the '55.



All the years my father drove, he had a number of cars so the MGs, Healeys, Crosleys, were not daily drivers. All cars were



garaged and received proper maintenance and were driven.

However, the Porche remained his favorite and we went to a number of Porsche Parades starting with Aspen in 1960. In 1963 we went to the Berkshires and my cousin Bruce and his dad Bertus went along in their new MGB. Very fun, but no AC and just an AM radio which you could NOT hear at speed in the MGB--no problem hearing in the Cab.

When Bruce and I were 15, (1961) our fathers let us drive the '59 Cab to California to see relatives. Coming from a town of 600, with no stoplights or 4 lane traffic, it was harrowing experience, to say the least. However, with NO speed limits in South Dakota, Wyoming, Utah, Nevada, 29 cents gas and getting 30 mpg at 80 mph, it was a great trip for two 15 year-olds (editor's note: I'll say and just what was the driver's license age requirement in 1961????!!).

As I said before, the '59 was his favorite and in 1964 he purchased a new 356 C coupe while keeping the '59. Then in 1966 the '64 was traded for a new '66 912. The 912 was okay but he never liked it as much as the '59 or the '64.

My father died in 1974 at age 61. I kept the 912 for a couple years but subsequently sold it. Looking back, I should have kept it as it was in mint condition. No winter driving, hence no salt or sand.



The '59 is driven at least once a month and is always stored in a heated garage. It has 96,000 miles and is all original including the windshield. Have all the papers, manuals, tool kit etc. Again, nice meeting you!

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Out and About at the Fall Color Tour -

photos by Greg Adams

Above Left, looking up towards the High Cliffs, our ultimate destination or as Greg puts it: Where we are Going!

Left, hiking along in the rather dense foliage, or as Greg puts it: How we are Getting There

Above Right, one of the guides (with backpack on standing on the edge) discusses and describes the unique geology of the BWCA and the area along the Gunflint Trail specifically and as Greg put it: At the Top!

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

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write-in _____ ☐

Treasurer: Jeff Bluhm _____ ☐
write-in _____ ☐

Board of Directors: Jim Bahner _____ ☐

Mark your ballot and return to: (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party in January 2013

Jim Bahner
241 River Crest Dr. Hudson, WI 54016
651.492.9459 or jim@qualitytapeinc.com

Annual Porsche Parades Reunite, Reminiscent . . .

Photo by Kim Crumb

At the 2012 Annual Porsche Parade held in Salt Lake City, there were many opportunities to reunite with former Nord Stern members. And that tends to be the case every year! Kim and Betty Crumb found themselves meeting up with a group of former/current Nord Sterners who no longer live in the region, but have strong ties to this day. As Kim indicates, the picture to the left of Bobbi and Jim Miller with Betty in the center flanked on her left by John and Dodie Mueller means Betty is touching elbows with the other long-term newsletter editors. This group represents years of effort (collectively more than the current editor, way more!) producing consistent, informative, timely and fun issue that inspire to this day.





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1978 Vintage Porsche Ad

courtesy Ron Faust

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Porsche 911SC The 911 model was introduced in 1964. For the past 13 years Porsche has continually increased its overall performance.

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Porsche 928 If there was ever a car that approached perfection, the 928 is it. It combines high performance, engineering and luxury like no other car before. With the unveiling of the 928, Porsche truly plunges into the 21st Century.

... (The 928) will become the standard by which other sports cars are judged for at least the next decade. CAR AND DRIVER, June 1977.

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Nord Stern Monthly Business Meeting Schedule

by Prez Jim Babner

Not surprisingly, the Nord Stern organization is a club with significant membership and year-around programming managed, organized and carried out by those members and includes monthly business meetings in the 'off-season'. And yes, some of us DO drive our Porsches to the meetings! All winter long, in fact.

All members are invited and encouraged to attend the meetings. Be a part of a dynamic, fun and interesting organization and group of people. Whether you are motivated to be involved and volunteer, or are just interested in learning about the workings of the club, it's officers and members, the club absolutely encourages you as a dues-paying member, to show up and join in the fun. Despite the word 'business' they are fun!

Currently, the meetings are held the 2nd Tuesday of the month at Lifetime Fitness in Eden Prairie:

755 Prairie Center Drive
Eden Prairie, MN 55344, 952-829-8400

So here's the scoop:

Social: 6:30 - 7 p.m. Our meeting room includes food and beverage service. Order off the menu and catch a bite for dinner or simply enjoy a beverage of your choice - the food is great and the prices very reasonable.

Meeting: 7 - 8:30 p.m. Long-winded we are not!

November 13

December 11

Starting in 2013 with installation of the 2013 president, the location may change but your newsletter will so indicate!

January 8

February 12

March 12

April 9



Out and About at the 20th Anniversary Fall Color Tour

Photos on page 19 and 20 by Dave Montgomery

Editor's notes: New member Dave Montgomery shared some great photos from this year's Fall Color Tour up on our very own spectacular North Shore of Lake Superior. Left, the Temperance River tumbles over bedrock as the aspens and hardwoods reach peak fall foliage set against some of the bluest sky seen anywhere. It was one of the most beautiful weekends any of us enjoyed 'up north'!

To the right is a montage of various scenes from the group's travels up the shore to harbor and town of Grand Marais (great shopping!) and then down the Gunflint Trail on our way to the Gunflint Lodge to partake in a yummy buffet lunch followed by a guided hike up to the 'High Cliffs'. Yes, they are high and afford those who braved the single file, uphill, rocky path wonderful views of the terrain. And that is Canada across the lake! Fabulous weekend and wonderful time for one and all. Thank you to the Dixons, Jill Daneu and other volunteers for helping make the weekend run so smoothly! -





Gorgeous



Grand Marais



Parking them triple deep at
Temperance River!



Spectacular Sunday sunrise



Lunch at Last!



Grand Marais



On the High Cliffs with Ranger Rick



My self-portrait!

Out and About at Fall Color Tour 2012

Photos by Dave Montgomery



Photo ID Correction

by Christie Boeder

Jack Zimmer called to let Mark Bouljon and myself know (and in as much as he knew and sponsored this group!) about an ID correction for the Carousel Team color photo in the Countryman article which appeared in the October **Nord Stern**. The gentleman identified as Frank Hunt is actually **Ron Pflieger**. So the right caption is:

"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, Ron Pflieger and Jim Sechser. Sechser was the General Manager of Carousel Porsche which was founded by Zimmer, for many years.

Time to Yodel - 2013 BIR DE Dates Announced!

by Jim Babner

To get the most enjoyment out of owning a Porsche or other high performance car, consider participating in the Nord Stern Driver Education Events taking place at Brainerd International Raceway, Road America, and other nearby venues.

While the track events are sponsored by the Nord Stern Region of the Porsche Club of America, owners of a Porsche or other high performance car who are NOT members of Nord Stern are welcome and encouraged to participate.

Simply put, a DE is attendance at the track in your car and being able to drive at whatever limit you might set for yourself. Our DE events have two primary goals: *to have fun and to be safe*.

The DE weekends have a time-tested formula with strict behavior rules to promote the fun and the safety goals of the program. A successful DE is one without injury to the driver and without damage to the car.

DRIVER EDUCATION

DE is a popular racetrack activity for driving enthusiasts who own a high performance car. The two-day weekend events are scheduled during the summer months to be able to enjoy your car at a different level.

DE Events for 2013 are:

- **May 17-19 BIR (Brainerd Int'l Raceway)**
- **Road America (Elkhart Lake, WI) Dates TBA**
- **July 26-28 BIR (Club Race and DE)**
- **September 20 - 22 BIR**

It is important to note DE is a program for driving enthusiasts of any skill level who have been properly prepared. A prerequisite for participation in DE is completion of a Nord Stern Driver Training, or equivalent as determined by the DT Chair. Dates for Driver Training traditionally are the Friday prior to First Fling (May 17) and Last Fling (September 20).

DRIVER TRAINING

Driver Training consists of both track and classroom instruction. Personalized track sessions pair each participant, one-on-one, with a certified instructor to learn the on-track fundamentals of high speed road course driving. Braking and slalom sessions are also scheduled. Both female and male instructors participate.

Classroom instruction emphasizes cornering, passing, track and off-track protocols, the meaning of the warning flags used by corner workers and other important practical and safety information.

DT events for 2013 are:

- **Friday, May 17 at BIR**
- **Friday, September 20 at BIR**

Further information on attending a DT will be available later this winter. In the meantime, start planning and thinking about how you plan to 'play' next summer in your Porsche!



Nord Stern October Business Meetings Minutes

by Prez Jim Bahner

Meeting was called to order on October 9th by President Jim Bahner.

Treasurer: Jeff Bluhm - We are ending 2012 in great financial shape.

Advertising: Jill Daneu - Set up advertiser's apex column in newsletter and picked up three new full page advertisers.

Autocross & Time Trial: Harvey Robideau - No report

Charity: Keith Jones- No report

Concour: Porsche Show : Phil Saari - We will not know until November if we will be invited to return to Roseville.

Club Race: Roger Johnson - Dates are set for 2013.

Driver Education: Jim O'Brien - I think the Jag club could have some members that want to come up for BIR D.E.'s and D.T.'s.

Driver Education Registrar : Dave Anderson - I've had a chat with both Bruce (corner workers) and Paul (Red Light) and neither are expecting to raise support rates for 2013.

Driver Training: Ron Johnson - Looking into holding an instructor school at BIR in 2013

Drives: Mike Lancial - No report

Fall Color: John & Suzanne Dixon- No report

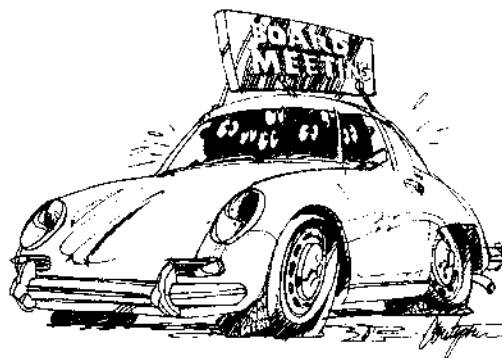
Insurance Chair: Michele Deml Johnson - All is good.

Membership: Ed Vazquez -

- New Nord Stern stickers with the old logo- need to reorder
- Nord Stern shirts in time for the 2013 New Members/All Members Meeting.
- Lifetime members - a voluntary magazine subscription fee of \$20 was discussed.

Met Council: Bob Kosky - No report

Newsletter: Christie Boeder - Current issue in the works.



Rally: Lon Tusler - No report

Road America DE: Keith Fritze - No report

Safety: Keith Erickson - The availability of unleaded race fuel has been solved with Dan Antrim selling quite a bit of it at the club Race (like 450+ gallons). He seemed quite open to doing the same again next year and having plenty of it on hand. The cup cars in particular need this and perhaps it can be "advertised" next year in the PCA email for race sign-ups. Perhaps we can attract more cups to our race.

Shop Relations: Keith Fritze - No report

Social: Carrie John - Talked with Rod Hanson from the Wheelie Bar. Looking into having the First Fling Social there instead of outside or in one of the garages.

Taste of the Track: Lydia Meyer - No report

Timing and Scoring: Ed Tripet Scott Welz - No report

Touring: Mike Lancial & Randy Walker - No report

Track (BIR & RA) Relations: Jim Bahner - Dates for 2013 at BIR are confirmed, First Fling, Club Race, and Last Fling.

Webmaster: Bret Bailey - I have been having some challenges lately with the old website and am in progress of working up a new one that uses different technologies. It is taking a lot of time and I am doing it in my spare time, but it should be ready to go in a month or two.

Respectfully submitted,

Jim Bahner, President
on behalf of Michael John, Secretary



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Cabriolets . . . Soft Top Convertibles

by Pedro P. Bonilla (GCR PCA), Published in the June 2011 issue of "Die Porsche Kasette"

Being able to drop the top and drive "al fresco" is one of the greatest feelings in owning a Porsche cabriolet. The experience of sun and wind in your face, together with the enhanced sounds from your engine and the aromas of the countryside or of the exhaust and tire smoke of the car in front of you at the track, make owning and driving these open top cars very special.

The other side of the coin is that these cars also offer most of the coupe's benefits when the weather or other conditions dictate the need for top up. So cab owners have the best of both worlds.

As you know, the material used on the Porsche cabriolets is a type of canvas, but not all canvas is the same. The Haartz Corporation supplies the majority of all of the auto manufacturers with close to 30 different canvas and vinyl materials, each with different specs. The Porsche Boxster and Carrera Cabriolets use, as an OEM material, the special Sonnenland A5.0 fabric from Haartz.



This is an acoustically-enhanced, three-ply composite made of a surface singed acrylic twill weave outer fabric, a rubber or elastomer inner layer and a polyester (cloth) lining fabric. This unique construction of the material dramatically enhances in-cabin comfort when the top is up by reducing noise levels and providing sound attenuation over standard canvas material aside from the obvious which is protection from the elements and allowing the HVAC system to operate normally.

Porsche engineers have worked to fine tune the acoustic properties of the cabriolets to provide maximum comfort inside the cabin with the soft top in the up position. In conjunction with the Haartz topping material a noise deadening acoustical padding is crafted to compliment the properties of the top's material. This

combination of materials provides passengers with state-of-the-art comfort.

But, in order to enjoy for many years the added perks of the convertibles, there are a few things that you, as an owner, need do that coupe owners don't.

A unique set of challenges comes with your special drop-top. The material from which the top is made as well as the clear plastic window are far more delicate and vulnerable to the elements and in particular, to UV radiation than the rest of the painted surfaces of the car.

The best thing you can do for a brand new soft top is to protect it on day one, when it's still clean and free of contaminants. The day you bring it home you should treat it with a good UV inhibiting product, paying special attention to its weakest part, the stitching.

The next best thing is to do it now.

Convertible tops should never be stored down when the material is wet. The fabric does not promote mildew growth on its own, but mildew can develop on dirt and grime when not removed. This is more important for warm, humid and dark environments.

When dust and dirt settle into the material's weave, if left, over time will start to break down the fabric acting as sandpaper and

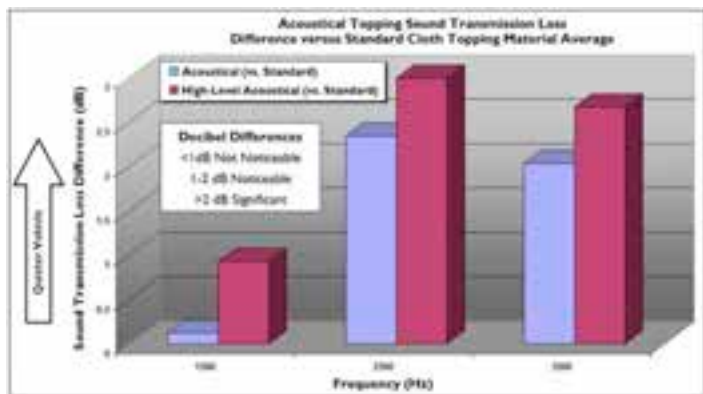
cutting into the weave itself.

When cleaning your soft top, do NOT use detergent or other harsh chemicals. There are several products made specifically for cleaning soft tops, and one in particular, Ragg Topp is endorsed by Haartz and most convertible owners. Ragg Topp offers two basic products: a cleaner and a protectant.



To clean the top, do so in the shade or partial shade. If there are bird or tree droppings on the canvas, first vacuum with a soft brush attachment and then pre-soak the affected area with water. This will soften the deposits. Many times a strong water stream is all that's needed in order to get most of the dirt and grime off the top. When the deposits are tougher, you can spray the cleaner evenly over the complete soft top, letting it soak in from 2 to 20 minutes depending on how soiled it is, and then scrubbing lightly with a soft-bristle brush and finally rinsing with running water until the runoff is clear and no more cleaner remains on the material.

Washing with a mild soap, such as Ivory or Lux is also a safe alternative to the Ragg Topp cleaner, but not as effective.



Continued on page 35

NORD STERN NOVEMBER 2012



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A Few Elkhart Lake Memories . . .

by Don Lawrence



On the picture of Nord Stern track junkies in the October edition, at Road America with Derek Bell, here's some additional info :

Left to right: John Dixon, Dodie Mueller, John Mueller, Joanne Greene, Derek Bell, Pam Lawrence, Suzanne Dixon, Cory Johnson, Deb Johnson, Daryl Fortier, Sonja Fortier, Kim Crumb. Out of frame, taking the picture was me, Don Lawrence. After I took this photo, Derek came forward and took my camera and made me go back in the group where he stood and took my photo too, a gesture only too kind on his part. He is a true gentleman as well as a superbly talented driver.

We came upon him walking near us in the paddock and asked him to be a part of our photo with us . . . I think it was Daryl who asked. One thing led to another and there we were, frozen for a moment in time together.

If memory serves me well, some others that joined us that weekend were Rick and Cheryl Sjakowski, Gary and June Groebner, Peter and Teresa Vickery, Rudy and Jane Mueller, Randy Coleman, Jim Arhart, Bill Groschen and Steve Coleman with their significant others, but somehow they did not get in this photo. I have a few pictures of all these folks there and believe they were all in the same group that stayed in downtown Fond-du-lac that long weekend at the old historic Hotel on the main street.

It was a Nord Stern arranged weekend, and the camaraderie was fantastic !

I do remember getting a VERY large 962 cardboard 3-D display I bought from a vendor with the Miller Brewing livery on it in gold colors. It stands about five feet tall and is about four feet in length. It folds out and pivots on a long display pole, press tab A into slot B kind of arrangement. I still have it in my display room of Porsche goodies and collectibles! Had quite a time getting it in our 944 to bring back home, even with the huge hatches those cars have.

It was a GREAT weekend but ended in rain soaking the entire field at near the finish . Some of the Porsches had a bit of a struggle crawling up out of the muddy infield inclines; those that did not have LSD or were on worn, track-seasoned rubber. I seem to think this was the same weekend AJ Foyt crashed and broke both his ankles in an Indy car.

Road America? We try to go back as often as we can, its a fantastic track to both spectate and drive. One of the very best in America that I have been to bar none. And Derek Bell made it just that extra bit special that weekend for a host of Nord Stern travelers.

Editor's note: it would appear to me this is a favorite track and part of the country for many of us. I love going to Elkhart Lake and Road America for many of the same reasons and know that feeling is shared by many of us. If you have a favorite memory of a previous Nord Stern event, do send us a picture and a few words as I love including such fun stuff in *Nord Stern*!

Porsche's 918 U.S.A. Premiere

by Ken Koop, reprinted from February 2011 Old Faithful Porsche, Yellowstone Region PCA



The U.S. location for the unveiling of the new Porsche 918 super-car occurred in August, 2010 during the week of the Monterey Historic Races. An exclusive five-day showing was held in a private hanger at the Monterey airport for potential customers. Select individuals were invited to examine and provide their feedback on the car before it was displayed to the public. Invitees were given a two-hour time slot to preview the vehicle along with a detailed explanation of its features by the design team. By keeping the number of attendees to 12 for each showing, customers had plenty of time to thoroughly inspect the vehicle.

The Head of Porsche's Design Department, Chief Engineer and Product Manager involved with the 918 were available to clarify every attribute. After examining its extraordinary construction and Hybrid technology, any question could be asked by clients to the appropriate team manager. Inquiries were answered to the best of their ability, based on current knowledge. Since the 918 is still a concept car that is continuing to evolve, there will be considerable changes in its final design. The most dramatic will certainly be an addition of a top similar to the Carrera GT (CGT). This will be removable and allow an open air view of the sky if the occupant so desires.

The monocoque and exterior are made from carbon-fiber-reinforced plastic, which permits an extremely light structure that is also very rigid. The front crash structure will most likely be made from a combination of high strength steel, magnesium and aluminum to pass government crash requirements. Its engine is a derivative of the 3.4 liter V8 used in the LeMans winning RS Spyder. And it sounds like a race engine should--superb. Total displacement has not been finalized but will likely increase in size. Since the power plant originated from a racing car, it will be strengthened because the RS Spyder's competition engine was designed to last for about 40 hours before being rebuilt. In final form, it should produce over 500 HP at a red-line of 9,200 RPM and will be coupled with 2-3 electric motors ("E" motors) producing 218+ HP. E motors will propel both the front and rear wheels, so it essentially gives the 918 all-wheel drive capability.

Lithium-ion batteries supply power to the motors and are going to be water cooled to help dissipate heat and shorten the recharge time. Two different battery packs will most likely be installed; one for quick delivery of power to boost performance and another to deliver power over a longer cycle. Their exact location and size has yet to be finalized, but most likely are going to be stored behind or under the passenger & driver seats. Weight is one of the foremost concerns. Therefore, the dimensions and capacity of the batteries will be determined from the amount of energy that is needed to boost the car's performance without sacrificing its handling characteristics. The batteries are rechargeable via three distinct methods; First by converting kinetic energy to electrical energy under braking; Second by its gasoline power plant while the engine isn't operating under full throttle; Third from direct plug-in technology allowing the car to be fully charged by a standard 120V electrical outlet. Computers control power distribution whether the car is operated by its petrol engine or electric motors alone, or in combination. Either way, allocation of power will be imperceptible to the driver. An electric storage dial lets the driver know how much charge is available and when the E motors are operating.

Lithium-ion batteries are excellent at capturing energy very quickly; however, they are poor at energy utilization in low temperatures. The recharge time from 0% charge to 100% should take around five hours if plugged into a 120V outlet. Therefore, a regular 12V battery is required to start the engine if the car is left outside in cold temperatures.

A PDK transmission takes care of gear selection and is seamless in its operation. With the "Sport Hybrid" mode engaged, "Torque Vectoring" helps improve the cars already excellent driving dynamics. The 918 is capable of lapping the Nurburgring in less than 7½ minutes, making it faster than the CGT. Unconfirmed figures show lap times below 7 minutes 20 seconds. This would make the 918 the fastest non-production drop top to ever run at



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

October, 1987

- The Last Fling registration is still only \$40!
- The Christmas Party will be a formal event at the Whitney Hotel in Minneapolis.
- A workers' party was held aboard the yacht Karob on Lake Minnetonka, with door prizes.

- John Mueller, Bill Fortier, Peter Vickery, Ed Jacobson bring back rave reviews and photos from racing school at Spenard/David Racing School, organizing into a competitive "Varmint" Racing Team.

- A dozen Nord Sterners make the trek to Elkhart Lake for the Lowenbrau Classic. *"Imagine: The sky is bright blue without a cloud in sight . . . You are standing within 20 feet of the track, midway down the main tree lined straight. A pack of*

Groschen, Daryl



Left, October 1987
Workers' Cruise

962's blast by at 150+. It's almost a religious experience." I remember that; now it's all fencing going into Turn 5. "Torrential downpours" followed on Sunday.

- The Marketplace offers an 1959 356A sunroof coupe for \$14,500.



Left, Phyllis Godfredson is pictured in front of Hank's and her "really orange" 1970 911S for the October, 1987 cover. The ex-factory rally car had been prepared for Monte Carlo in 1978 with a 2.6L engine. Phyllis said it was a "blast" to drive. I like the whale tail, says Ron F.

Editor's note: John and Dodie Mueller were our Nord Stern editors during this era. They are featured in a photo elsewhere in this issue from the 2012 Parade in Salt Lake City where they met up with Kim and Betty Crumb and past editor Bobbi Miller and husband Jim.

This page is best viewed in color by downloading the pdf file off the Nord Stern website. It almost was a fitting cover photo for our October issue as it definitely evokes Halloween



Dennis Guentzel and Paul Binck



Hey Jim! .. That's a KLASs flag!!

Right, October 1987
Workers' Cruise

All other scans are from the 1987
Last Fling at BIR



Joyce Klockner
winner of the Yokohama 062 radio controlled car



Dick Engebretson & Brad Krohn



John Mayer

Porsche's 918 U.S.A. Premiere

continued from page 24

the “Ring”. Acceleration from a standing start to 60 MPH takes an amazing 3.2 seconds with fuel consumption vastly improved over all previous contenders.

Complaints from GT3 and CGT owners have always been the extremely low ground clearance. Therefore, an air suspension lift system similar to the one available on Porsche's new GT cars will most likely be included for improved access to driveways. Twin side exhausts are a styling element that instantly stands out to an onlooker. This feature has not been finalized, but Porsche is trying to keep them on the production car if they can pass “drive-by” governmental noise regulations.

The exterior appearance is stunning. It has far more of an hour-glass shape than the CGT or a prototype racer and every dimension is more compact. Variable rear wing aerodynamics helps keep the car planted to the road at high speed. These are surely going to be needed with its top speed approaching 200



MPH. Retractable engine air intakes (which extend from behind the headrests), create a ram air effect. This helps increase HP as the speed of the car rises and are controlled electronically to provide optimal efficiency. Clear wheel coverings were designed to provide additional brake cooling, improve air flow around the car and reduce the overall coefficient of drag. However, due to some negative comments made by customers; they probably will not make it onto the final production model.

There are currently four cameras mounted on the car; two are located where the side door mirrors would normally be and one is under the rear bumper. These provide a 180° uninterrupted panoramic view behind the passengers with its image displayed on a TV screen in the upper dash. It is unlikely these will make it to production since the USA and numerous other countries currently prohibit this type of rear viewing system. The fourth camera is located in the front grill and can capture your trip to the supermarket or a day lapping at your favorite race track. With a removable data card, it allows the driver the ability to record, and then replay their day on the track either on the car's



TV screen or at home. The combination of race car dimensions, clearly structured design elements, superbly balanced exterior surfaces and innovative details, helps to create an overall pattern of aesthetic beauty. It presents a flawless harmony in design that is full of power and dynamics. A particularly attractive design element is the one-piece clamshell front hood. Since it is made from a single section of carbon fiber, the lines of the front structure are uninterrupted from being cut into small pieces giving the car an exceptional look. It is indeed an ideal combination of form and function, following Porsche's design DNA.

Occupants are seated in beautifully contoured sport seats that form part of the cockpit structure. The center console rises up towards the front dashboard and houses a high resolution color touch-screen which controls the radio, heating, air conditioning and navigation system. Three elegant circular dials on the dashboard are located directly in front of the pilot to provide all of the pertinent information whether driving on a highway or race track.



A special feature of the car is its steering wheel. Removable for ease of entrance, it also deters any potential for theft. Every essential control required by a driver is located within finger's reach (windshield wiper, exterior lighting, turn signal, paddle shifters and engine power settings). This allows the driver to concentrate on the road ahead. Engine control settings permit

Continued on page 23



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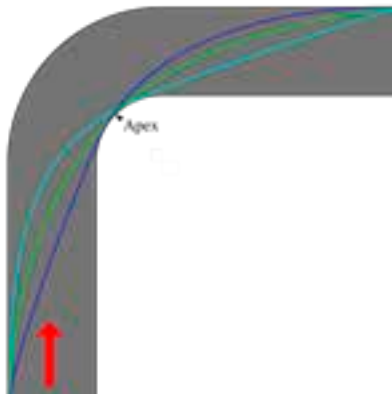
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2. Address/phone/email/main contact information?

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952.934.0931, cts@visi.com

Mike & Julie Courtney, Owners

3. Type of business?

Vehicle service and repair on a wide variety of domestic and foreign cars and trucks.

4. Years in business?

We have been in business for 29 years (since 1983).

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

We have been Nord Stern members since 1999 and advertisers for approximately eight.

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



Through our club affiliation, we have had the opportunity to service all Porsche models. Race maintenance and upgrades are what we love to do! Let us customize your race trailer. We also offer free Tech Inspections for Nord Stern track events.



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

The Loonacy event in Brainerd at the annual Club Race.

8. My favorite PCA event is ... ?

Watkins Glen Club Race

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

The Loonacy event in Brainerd every August has become a favorite summer gathering for the Courtney family. You can always spot the Courtney girls at the track ... beautiful blondes in their brightly-colored matching T-shirts!

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

Traveling to PCA race events with my car, grilling at home for my girls, bike riding or watching racing on the Speedvision channel.

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1. Company name?

Raymond Auto Body, Inc.

2. Address/phone/email/main contact?

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www.raymondautobody.com
Jerry Slomkowski jslom@raymondautobody.com

Raymond Auto Body is committed to its people, creating a fun place to work and grow as a team. We invite customers to experience the quality of service and craftsmanship that has made Raymond the top auto body repair facility in the Twin Cities.

3. Type of business?

Auto body repair facility

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

The Annual All Porsche Show and Concours in Roseville

4. Years in business?

We have been in business for 63 years.

8. My favorite PCA event is . . . ?

Nord Stern Loonacy Club
Race at Brainerd International
Raceway

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

We have been a *Nord Stern* member and advertiser for approximately 15 years (editor's note: almost long as I have been editor and that's actually 17 years now!)

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

Raymond Auto Body is the only Porsche-certified auto body repair facility in the Midwest.

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

Most auto body repair shops have the same equipment as Raymond Auto Body and many possess the same skills. However, Raymond Auto Body continues to invest in their people. The average employee has been with Raymond Auto Body for 15 years with over a handful who have been there 30 years or more. That kind of dedication doesn't come without creating a fun work environment where people are challenged, continue to grow and embrace the impact they have on the process. At the end of the day, when all the tools are put away, it comes down to people.

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

Jerry can be found at his cabin near Grand Marais enjoying the northwoods.



Above right, Jerry Slomkowski and left, the crew!

continued from page 30

extremely fuel efficient engine mapping (78 MPG in full electric mode) all the way through the push-topass (E-Boost) feature. This button releases all of the 918's 738+ HP. According to Porsche, when the E motors are engaged, it gives the driver a feeling similar to a turbo boost kicking in. You can only imagine how that must feel.

The objective of the design team is to bring the overall weight of the car below 3000 lb. This will be no easy task with the addition of electric motors and their storage batteries. "Flux Capacitors", are an affectionate name given to them by the engineers from the movie, "Back To The Future" - most appropriate. Because of the cars small size, they feel it is an achievable goal. To sum up the 918: It is an absolutely gorgeous machine in every way. From an engineering and design point of view, it's a stunning achievement.

The 918 takes a direction that showcases Porsche's latest technology, similar to the way the futuristic 959 did in the late 80's. However, it pays great homage to the CGT which it succeeds. While the 918 uses design elements from the CGT, it's a very different car. The CGT was the zenith of a particular pathway that utilized race bred technology from its V10 engine, racing suspension, carbon fiber tub & body along with minimal electronics to obtain its performance. The 918 will be more refined and feature the most up-to-date electronic wizardry to achieve its prowess. This technology is not an end in itself, but something that benefits the driver. Some nay-sayers feel the 918 will be nothing more than a high performance Chevy Volt or Toyota Prius. I can assure you it will be a totally different animal and will stand side-by-side with the 959, GT1 and CGT to become one of Porsche's most exotic and coveted super-cars ever built.

Following the private showing, the 918 was exhibited in front of the Lodge at the world-famous Pebble Beach Concourse. Sunday morning at 8:30, the 918 was proudly driven onto a special display. It immediately became the center of attention as people scrambled to get a closer look. Jay Leno commented, "The 918 is not only the most significant vehicle at Pebble Beach, but perhaps the most exciting car of the decade. It proves that ultra-high performance and social responsibility are not mutually exclusive."



The car should hit our shores sometime in 2013.

Simultaneously, Porsche displayed all of their new models and made them available for test drives at the "Quail Lodge". The "Porsche Zentrum" ("Porsche Center" in English) served

refreshments throughout

the day as videos played in the background. There were "Exclusive Representatives" from Germany, beautiful models along with several employees from Porsche USA. All were there to help

demonstrate the features of each vehicle. It was a great location to see the numerous color combinations and options that are currently available. Most of Porsche's limited edition models were also at the exhibit, with the star attraction--the newly released Cayenne. I had a chance to drive a Cayenne Turbo and compare it to my own Cayenne GTS. Wow! The new vehicle is a quantum leap forward from the previous generation. It is 400-500 pounds lighter than its predecessor with performance, handling and fuel economy substantially improved across the board. The interior takes styling cues from the Panamera, so it goes without saying that it is stunning. The exterior is more refined and esthetically pleasing from all angles compared to the older model.

Since this year is the 60th anniversary of Porsche in America; a once-in-a-lifetime opportunity presented itself to the media. With the ability to drive four completely



restored 356's (transported from the Porsche Museum), it allowed journalists a chance to compare the first cars Porsche brought to the States against the latest models. There has been a tremendous improvement in performance over those early models! Day and night would be an understatement, but the DNA still remains!

For a short period of time, the state of the art GT3 R Hybrid race car was shown before relocating to Pebble Beach. It has a stunning paint scheme, is adorned with beautiful scoops & vents, conveys only one purpose (beat the competition) and represents the future of auto racing. Porsche wanted to show that it not only is developing Hybrids for the street (the Cayenne Hybrid, Panamera Hybrid and 918) but also for the track. Even though it's heavier than the GT3 RSR it is derived from, this Hybrid produces 150 more HP and obtains considerably better fuel economy than all other competitors. The new racer travels 1-2 laps further on the same amount of fuel, giving it a significant advantage over the competition. I completed my trip by driving a 911 Cabriolet through the Monterey/Carmel countryside. With the top in the down position, wind blowing through my hair, sun shining on my face and blue skies above, I can now understand why people love Cabriolets. These are exciting times for car enthusiasts. Performance drivers are going to be elated with the vehicles Porsche has coming in the next few years. As Porsche pushes the envelope on technologies that are available today, there is going to be a significant increase in driving excitement for all of us in the near future. At the same time, we will be driving faster, more economical and ecologically responsible automobiles. I have long been concerned that the days of great handling, high performance sports cars were behind us. After this trip, I can assure you that we are on the cusp of something really big and exciting.

Soft Tops

continued from page 24

Once the top is completely dry, it should be followed up with several coats of Ragg Topp Protectant which will waterproof the fabric and filter out most of the damaging UV rays from the sun. This protectant will make water bead on the canvas and will help maintain the top's color over the years with minimum fading.

As of 2003 all of Porsche's cabs now come with a glass window that requires no more maintenance than any other glass window, but prior to that year the top's rear window was made of a flexible polyvinyl material which was sewn into the canvas allowing it to fold on itself. This clear material tends to fog and scratch and becomes the biggest complaint from cab owners. The fogging seen on polyvinyl windows happens when the plasticizers in the material evaporate due to exposure to UV light and heat from the sun. These plasticizers are what keep the plastic windows flexible and soft. So, the best way to prolong the clarity and flexibility of the clear plastic window is to keep the sun off the material as much as possible.

Whenever the car is stored outside, at least the clear plastic window if not the complete top or car should be protected with a cover.

Keeping the clear plastic window clean and using a protectant called Plexus which also has UV inhibitors and special additives will extend the use and life of the window.

This product was developed for the acrylic canopies of fighter jets and does a great job of protecting the clear plastic window as well as the clear wind stop in our cars.



When retracting a soft top with a plastic rear window, it is recommendable to stop the action mid way. Get out of the car and manually adjust the fabric and plastic so that no kinks or sharp angles are created when you continue the folding operation. Even placing a soft towel or similar between the folds of the plastic window will help maintain it's clarity, avoid scratches and prolong overall life.

If the air temperature is under 55 °F do NOT try to lower or raise the top with a clear plastic window unless you first warm it up so that it becomes pliable. A hair dryer or placing a piece of black plastic over the window and leaving it under the bright sun for a few minutes will warm it up enough so that you can fold or unfold it. Not following these precautions may cause the window to crack and split open since the cold makes the plastic much more brittle.

If this happens the only solution is to replace, but since the window is sewn in most of the time the complete top's cover needs to be replaced. There is an alternative which some people have used which is removing the material from the top's frame

and taking it to a yachting center that repairs marine canvas and having them cut out the old and sew in a new piece in its place.

There are also new alternatives for the older cabs with the flexible plastic windows. Several aftermarket manufacturers offer tops with a bonded glass window that can be installed onto the older top's frames. These windows are a bit smaller than the original plastic window, and they are somewhat more cumbersome for engine access in the case of the Boxsters, but they offer defrosting elements within the glass to quickly clear fog and melt ice and snow. Some of these aftermarket suppliers also offer the same OEM fabrics from Haartz on their products so you can have the same OEM quality even on a replacement top.

The top in my 1998 car is still original, a testament to the quality of the Haartz material. I treat it with Ragg Topp protectant twice per year and it has not faded at all, even though it is a South Florida car.



Last year the stitching on the then somewhat scratched plastic window failed and I decided to keep the top and sew in a new plastic window myself, by hand, stitch-by-stitch.

I did it, it came out very nice, but it just took too long.

At least I don't have to sew in a new window for another 13 years! To obtain additional information about convertible tops and more, please visit my website at: www.PedrosGarage.com.

Happy Porsche-ing, Pedro

Book Reviews for Porschephiles

LIFE IS A HIGHWAY: A Century of Great Automotive Writing

*Edited by Darwin Holmstrom and Melinda Keefe, published by Motorbooks, Minneapolis, MN
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit*

Southern Californians are deprived of the opportunity to be house-bound on dreary winter days, a condition often enjoyed by New Englanders. But if one does ever find oneself feeling confined-to-quarters, this book is a great way to relieve the boredom. It is an anthology of 43 stories in 5 chapters covering The Thrills and Spills of Car Ownership to Law Makers, Law Enforcers and Safety . . . Or Lack Thereof. Articles are sourced from all the regular magazines, including *Automobile*, *Motor Trend*, *Car and Driver*, *Road&Track*, *Popular Mechanics*, *Popular Science Monthly* and *MoToR*, etc. There is even an article taken from autoextremeist.com.

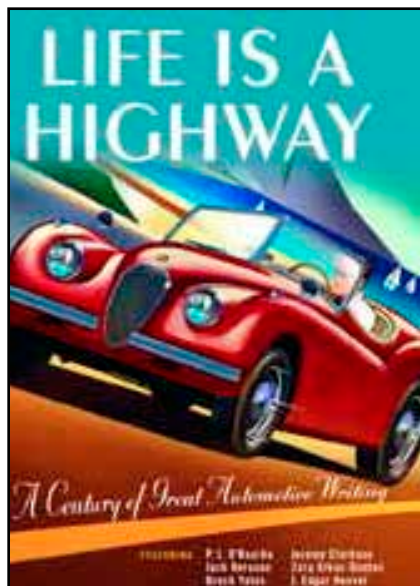
The authors represent a whose-who of automotive journalism from William F. Nolan to Ted West and Zora Arkus-Dontov. Patrick Bedard, Peter M. De Lorenzo, Brock Yeats, Ken Purdy, David E Davis Jr., Tom McCahill, Peter Egan (of course) even Alfred P. Sloan Jr, Jay Leno and L.J.K.Setright are included. The two oldest articles are by anonymous, going back to 1895 (from *The Horseless Age*) and 1902 (from *Popular Mechanics*). Glaringly absent, to this reviewer, is any passage by Denise McCluggage, argueably the Doyen of woman motorsports writers, having helped found Competition Press (now *AutoWeek*) and more significantly, driven in many of the races she wrote about in the New York Herald Tribune during the early '50s.

Though the names of the authors in *LIFE IS A HIGHWAY* are familiar, the articles seem refreshingly new, and cover a wide range of topics. The focus is on popular (as distinct from technical) articles. Thus Karl Ludvigsen is left out of the author's roster, but Jay Leno is included. There is some fiction — the very first article being an excerpt from *Christine* by Stephen King (which describes a maniacal Chevy out to destroy (kill) her mechanic), but the vast majority of the articles are factual/first-person writeups. The very wide range of subjects and viewpoints guarantee that every reader will find at least one fascinating piece.

Shocking to the mind of one current in the drivel of modern media and the intransigence of current political parties are the statements from the introduction to *MoToR* magazine's 1941 Auto Show issue: "Every real American will be glad to make material

and spiritual sacrifices for his country's good . . . Readiness to yield all else, if need be, to preserve the United States as a land of opportunity, is merely common sense. We fight first for what we cherish and then for what we want."

An interesting allegorical article from a 1986 *Road & Track*, preciesently intimates that the Motor City auto industry is doomed to collapse in 20 years!



And a piece from *Popular Mechanics* of 1903 projects (very correctly) that in less than 50 years the automobile would evolve from a toy for the rich into a tool for the poor, just as the bicycle had evolved at the turn of the century (19th to 20th) to become common as a means of transportation for workers.

As for the advance of modern technology, there is a report about a Beardsly Electric which averaged over 106 miles per charge on several 1000+ mile runs — in 1915!

An eye-opening 1928 description of the design and development of the replacement for the Model T Ford, seems ultramodern in the design considerations and testing described, and the in-house development of new manufacturing techniques and equipment,

makes ol' Henry sound like the Edison of manufacturing.

Unfortunately, the only Porsche content is in an 1988 article from *Automobile* quoting 13-14 year-olds as chanting "Porsches Suck" over and over, while waiting for a chance to sit in the seat of a Testarossa race car.

In it's 288 6x9 inch pages, *LIFE IS A HIGHWAY* contains scattered small pictures and some full-page black and white artwork which, like the cover, seems reminiscent of WPA mural projects of the late '30s. It should be available at your favorite bookseller (ask for it), for the refreshingly round price of \$25, or from www.motorbooks.com.

Classifieds

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

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Seeking reasonably low-mile, original paint (or mostly), any color, wide body 911turbo (930). 1976-79, 1886-89, 1991-94 or M491 turbo-look 1984-87, 1994. Send pics and details to: bob@mplsdesign.com. Follow-up with call to: Bob 952-201-1271

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1984 944 Coupe

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1994 968 Cabriolet

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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.

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