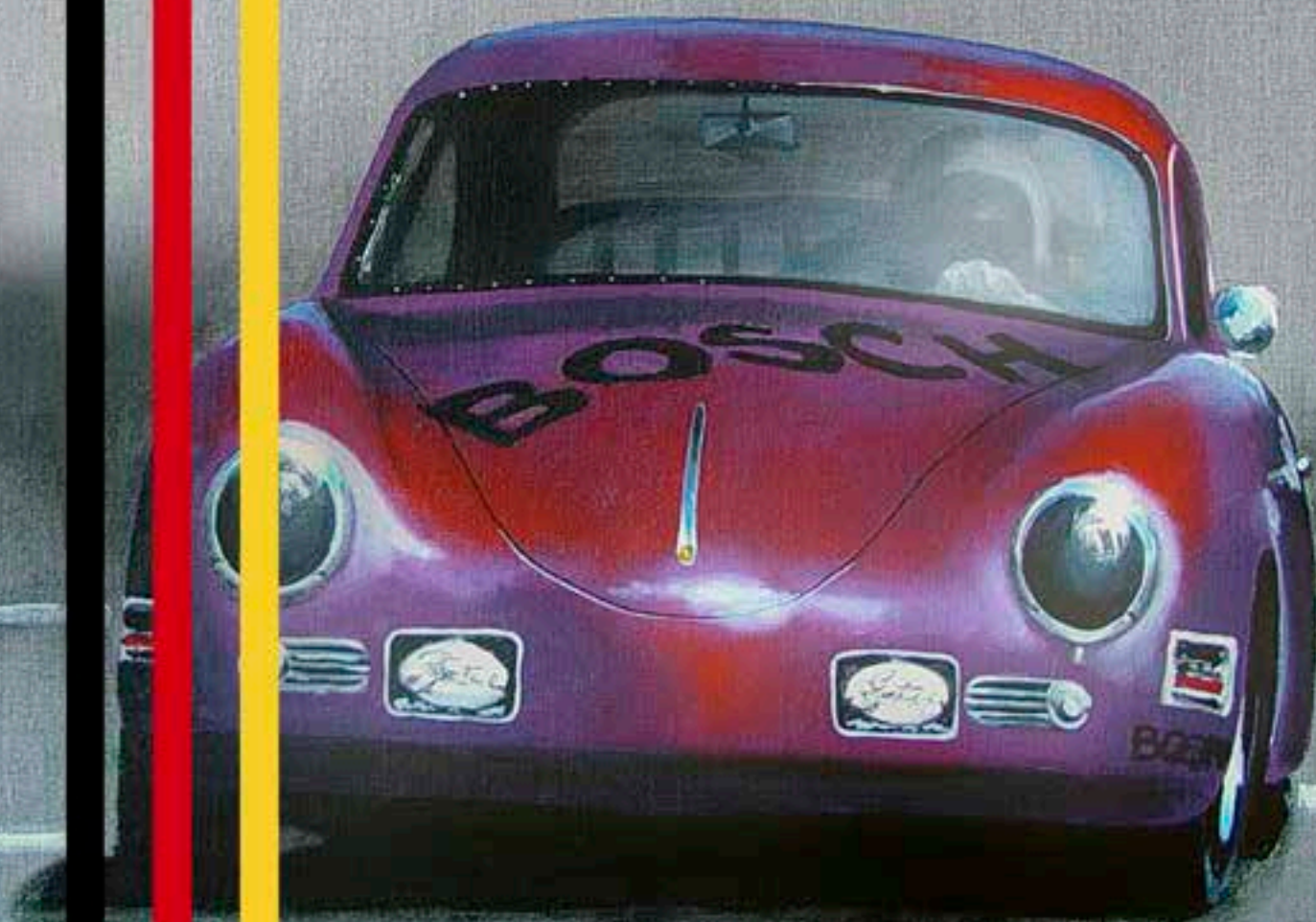


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1. First, Join the Porsche Club of America (PCA). Please visit www.pca.org for membership instructions, then . . .

2. Join (or renew) Nord Stern via check:

- ***Go to www.nordstern.org***
- ***Find membership page and download/print application***
- ***Complete form and send with check payable to Nord Stern directly to Ed Vazquez.***

3. Or, to join or renew a Nord Stern membership via Pay Pal, visit www.nordstern.org and select ‘Join’ and follow the instructions

Or, call Ed directly and leave your name, address and both home and work phone numbers.
Your application/s will be sent out right away!

Address Changes:

Please send Ed any address changes or updates directly via snail mail, email or just give him a call!

Membership Chair

Ed Vazquez

**18918 Dorenkemper Place
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email: edmn911@aol.com or
612.720.0760 (cell)**

Reminder, Annual Dues are:
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Nord Stern membership Options
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***Check your mailing label
for your expiration date***

***Contact Ed with any membership
inquiries or updates***

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Call Christie Boeder 612.845.4509

The Prez Sez . . .

by Ron Johnson

Summer is upon us. I am really glad to have the snow tires stored away and to be able to enjoy warm dry pavement and each cloverleaf out there.

First Fling was a success! On Friday, we had 30 drivers training students with no incidents. Ron Lewis worked with the intermediate students to sharpen their skills and we had quite a few advanced lappers. Big thanks go out to all of the volunteers that help to make this a successful event.

We had a great new addition to **First Fling** as Ryan from Jr's #19 in Pine River hosted the first annual **"Cars & Que"**. Despite uncooperative weather, approximately 25 Nord Stern cars participated. There was live music, lots of homemade BBQ, beer and raffles. Ryan is planning on this event again next year (yes, mark your calendar – you don't want to miss it!) and we will pray for nicer weather. Ryan is opening up another store in Nisswa soon so it will be more convenient for you to indulge in his great food when at the track or in the area. By the way, Ryan and I are already in the planning stage for a possible event attached to the 2014 Nord Stern Club Race for a Friday night event in the streets of Nisswa. Stay tuned more to come!



The upcoming **All Porsche Show** on June 23 sponsored by the local Nord Stern Region of the Porsche Club of America is featuring all models of the Porsche 356. The Show theme is "Celebrating the Heritage of Porsche - the 356." We want 356's to be represented en masse to share the origin of this legendary marquee with the 300 plus Porsche owners of all models and spectators. This event has become the largest Porsche showing in the upper Midwest and it is a part of the City of Roseville's annual Rosefest celebration.



There are 50+ 356 Porsches in the Upper Midwest. If you know of anyone with a 356, please be certain they know about this year's theme. We will arrange all 356's at the event by model, i.e., 356, A, B and C, to clearly display the evolution of the lineage. The more cars the better!

Every 356 owner will receive a commemorative show poster created and signed by local artist and fellow 356 owner **Mike Jekot**. The poster is on the cover of this June issue of the *Nord Stern*. (editor's note: and what a great cover it makes!) Mike will have a display of his Porsche related art work for sale in the park shelter as well. Several Nord Stern advertisers will have displays at the **All Porsche Show**, showcasing their businesses, so be sure to have this great annual Porsche gathering on your calendar and plan on being there. Always a great time among great cars and best of all, with great people.

Hope to see you soon! Until then, all the best, Ron

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2013 Advertising Rates

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

Ad sizes (maximum dimensions):

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

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

Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



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!).

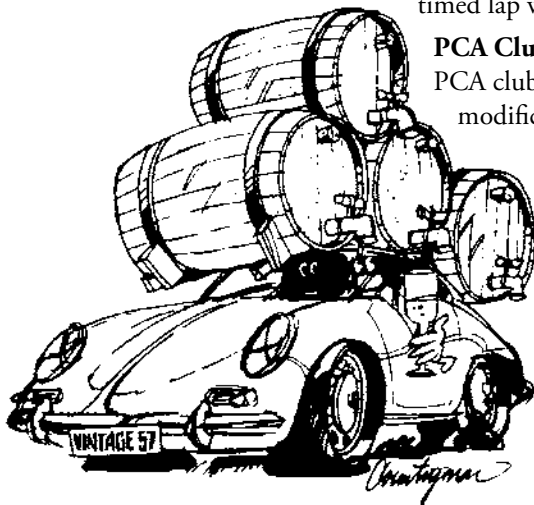
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved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

What to my wondering eyes did appear, but an horrendous overnight leap in go juice price for my steady stead - without which, I have to admit, I'm more than at a loss . . . wow, just how did this happen?

I listen to the news regularly, I read the newspaper faithfully but this 'news' certainly caught me by surprise. As I suspect it did many of us. Ugh, I could bike to work (after all, it's less than three miles away) and probably should, but at 7 a.m. I have to admit that's the last thing I want to do. Means getting up even earlier and such a short distance isn't even a workout (excuses, excuses). So okay, I understand refineries going offline for maintenance, I understand the concept of supply and demand; but really, does it have to jump that much?! Is this going to alter my driving patterns, have others thought about doing so? I suspect most of won't change our habits much, if at all - we are such a driving culture.

And I personally hate being told I 'can't do this, or can't do that'. Although I admit that I'm combining errands as much as possible but with summer coming (finally!) and plans to travel

some and vacation a bit here and there, we will just bite the bullet and fill up that tank.

The good news is the A6 I now drive (thank you, Teresa!) actually gets around 32 m.p.g. on trips. Very helpful and makes me feel a tiny bit more ecological, as well as economical. And the 964 isn't a slouch in that department either. So out will come the cars when the wanderlust hits. Nothing finer than planning a day trip out and about in our fair state where some fabulous undulating roadways beckon and entice one to discover whatever adventure may lie beyond. Can't wait, as they say.

Last bit of news is we now **HAVE NORD STERN SHIRTS, HATS, JACKETS** available. Been a long time, but Ed Vazquez has spearheaded this effort and check this newsletter for the order sheet and info on getting your own personal, logo-enhanced merchandise. **IF Ed can get a minimum of 45 orders ASAP those attending the 2013 Parade would get the delivery in time.** So contact Ed NOW and get your orders in NOW. See page 10 NOW. Did I say, now? Yes? Oh good!

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

 **Rochester Labor Day** 

PORSCHE PICNIC

Monday, September 2, 2013, 1 - 5 pm

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2013 Calendar . . .

<i>June</i>		<i>2013</i>	Eventmaster: John Dixon, eyerack@tcq.net or 612.618.9506, Headquarters: Blue Fin Bay, Tofte,
22	911 50th Anniversary Celebration at Porsche of Minneapolis! (formerly Carousel) 10 a.m. Eventmaster: Mark Bouljon See Page 28 for details!	<i>October</i>	<i>2013</i>
23	All Porsche Show - Celebrating the Heritage of Porsche - The 356's Roseville Central Park 10 a.m. to 1 p.m.	10	Tentative 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.
<i>July</i>		<i>2013</i>	
15-16	Driver Ed at Road America Monday/Tuesday DE before the KICK Elkhart Lake, WI register online at clubregistration.net		"Third Thursdays" of each month 5 p.m. ++ An Informal 'Post-Work' Social at All Nord Stern members welcome!
26-28	BIR Annual Club Race and Driver Training Brainerd International Raceway Register online at: clubregistration.net		Club Jager 923 Washington Ave. North, Mpls, 612.332.2686 http://clubjager.com/
<i>August</i>		<i>2013</i>	April 18, May 16, June 20, July 18, August 15, September 19, October 17, November 21 and December 19
3	Vino in the Valley Details: TBA, Eventmaster: Randy Walker		
<i>September</i>		<i>2013</i>	
2	Annual Rochester Labor Day BBQ and Picnic Details TBA, Questions Jeff Boehm at 507.261.9407		
15	901-O-RAMA A gathering of small bumper cars ('64 to '73) Location: Marine-on-St. Croix Details: TBA		
20	Last Fling Driver Training Brainerd International Raceway Eventmaster: Ron Johnson Register online at: clubregistration.net		
21-22	Last Fling Driver Education Eventmaster: TBA Register online at: clubregistration.net		
27-29	Nord Stern Annual Fall Color Tour		



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	<p>Cutter & Buck Tournament Pique Polo</p> <ul style="list-style-type: none">• Ribbed knit collar & Cuffs• 3-Button Placket• Drop Front Shoulder• Reinforced Side Vents• Pearl Colored Logo Buttons• C&B Pennant at Left Sleeve Hem• White w/Embroidered Nord Stern Logo on Left Chest <p><i>Small – 3XLarge - \$45.00 Each</i></p>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Eddie Bauer Packable Wind Jacket</p> <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <p><i>Small – Xlarge - \$50.00 Each</i> <i>2XLarge - \$52.50</i></p>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Port Authority Dry Zone Cap</p> <p>An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.</p> <ul style="list-style-type: none">• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure <p>\$20.00 Each</p>	Size	Quantity	\$ Item Total
Contact Name				\$ Order Total
Contact Phone #				

Please contact Ed Vazquez at edmn911@aol.com with questions or to place an order.

Celebrating the Heritage of Porsche - the 356

Nord Stern's All Porsche Show

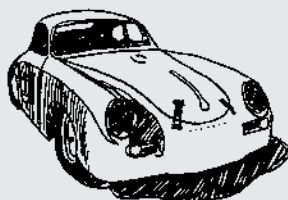
Sunday, June 23



The 'All Porsche Show' . . .

Where Porsches of All Years and Models Gather

- Celebrating the Heritage of the Porsche 356 - Featured Model
 - Special Interest Porsche Display Area
 - Nord Stern Vendors Display Area
 - Local Artist Mike Jekot Display of Artworks
 - Cajun 2 Geaux Food Truck
- The forth coming All Porsche Show sponsored by the local Nord Stern Region of the Porsche Club of America is featuring all models of the Porsche 356. The Show theme is "Celebrating the Heritage of Porsche - the 356." We want 356's to be represented in mass to share the origin of this legendary marque with the 300 plus Porsche owners of all models and spectators. This event has become the largest Porsche showing in the upper midwest and it is apart of the City of Roseville's annual Rosefest celebration.
- Every 356 owner will receive a commemorative show poster created and signed by local artist and 356 owner Mike Jekot. The poster will appear on the cover of the June issue of the Nord Stern newsletter. Mike will have a display of his Porsche related art work for sale in the park shelter as well.
- A number of Nord Stern advertisers will have displays at the All Porsche Show show casing their businesses. It will be great opportunity to meet them and learn what they provide to the Porsche community.



Nord Stern Driver Education - All Invited!

Plan now for the upcoming track season

2013 Driver Ed schedule will feature three weekends at our home track, Brainerd International Raceway in Baxter, MN and a two-day event on Road America in beautiful Elkhart Lake, WI.

Our DE program offers more track time than most members can take advantage of; safe and exciting opportunities to learn what your car can do on a high-speed closed-course track and hone your car control driving skills. There's never such a thing as too much track time and Nord Stern excels at organizing and managing the driving events for the benefit of all. Be sure to mark your calendar for this year's dates: and as always, it's NOT just the cars . . . it's the PEOPLE. See your March and April 2013 newsletters (always available online as a pdf download) for even more information.

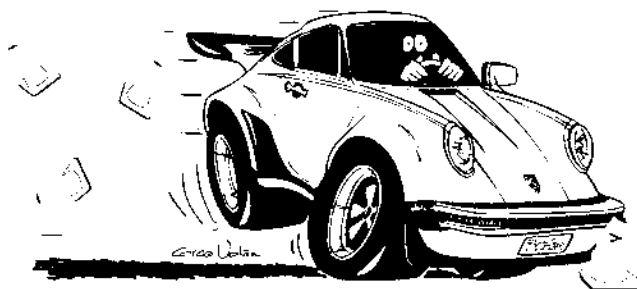
Next Event On Board:

Club Race and Driver Ed Event . . . July 26 - 28

- Brainerd International Raceway: Baxter, MN
To register login to: www.clubregistration.net
- Costs: First car, first driver: \$350, Nord Stern member
- Same car, second driver: \$315, Nord Stern member
- Club Race Registration/Costs separate from Driver Ed

Nord Stern at Road America (Cheese Fling). . . July 15 - 16

- Road America/Elkhart Lake, WI
To register login to: www.clubregistration.net
- Cost: \$350 for PCA and other club members (one of the best prices offered for a track event at RA this year!!)



Last Fling Driver Training . . . September 20

Contact Ron Johnson for further info, 952.476.7445

Last Fling DE . . . September 21 - 22

- Brainerd International Raceway: Baxter, MN
- To register login to: www.clubregistration.net
- Costs: First car, first driver: \$350
- Same car, second driver: \$310

A Little License Plate Fun

by Linda Polgar, Editor Uber Alles, INW Region PCA. September/October 2012



I love a clever license plate. So, while at Parade (Salt Lake City, 2012 Parade) I jotted down the ones I saw which were the most witty.

It seems that every region of the Club will have those members who seek out numbered plates based on their model or engine enumeration. You'll find all manner of 911 or 986 or 993. It looks like a regular state-issued plate, but those of us who have these: we know it's really a pseudo vanity! Others will actually spell it out. I saw NINE64, for instance.

Best in show for me here was one couple's black and white Caymans proclaiming HIS C7S and HER C7S.

Boxsters and Ruf-modified cars inspire their owners to get a vanity plate that says BOXSTER or RUFSTER. It seems like every state probably has one. Apparently, Cayman drivers like

this too as evidenced by KMAN.

Others play with the color. Our own Region has a BLK PURL. Yellow seems to incite the most fun. I saw NOT MELO as well as PRETZEL. The best one had to be a bumblebee Spyder with BZZZT. Then there's the comment on the configuration of our engines. There was 6 SHOOTR as well as FLAT 6.

So, no matter what you drive, our Porsches, our GEMS, provide FN TRIPS and GRRT FUN while telling other motorists ITS LIT, UR DUST, and we are SMOKINU. Let's go UP UP AWAY !!!

For the record, my all time favorite license plate was not at Parade this year. Years ago, I think before we owned our first one, I saw a Porsche in California with the plate TSCHUS. Clever. Very clever indeed!

Lady Macbeth's Lament: "Out, damned spot! Out, I say!"

by Larry Rogovein, reprinted from Zuffenhausen News, July 2012

With the monsoon rains soon to be upon us, now is as good a time as any to learn about water spots . . . how to remove them and how to avoid them. The first thing to know is that there are three types of water spots.

Type I Water Spots

Type I water spots are primarily a mineral or dirt deposit laying on the surface of the paint/clear coat. These water spots can be the results of minerals suspended in city or well water that are left behind after the water evaporates off the finish. This can happen by washing your car but not drying it right away, or if a sprinkler goes off next to the car, covering the car with water drops that then evaporate. Type I water spots can also be dirt or pollution particles left behind after water from rain or inclement weather evaporates off the finish.

Type II Water Spots

Type II water spots are actual etchings or craters in the paint/clear coat because something corrosive in a water source has landed on the paint and was not removed before a portion of the paint was eaten or dissolved by the corrosive substance. This is probably the most common type of water spot.

Type III Water Spots

Type III water spots look faded or dull and are found primarily on single stage paints after a water source pools on the paint and is left to dwell on the surface for some time before it evaporates, especially if



the paint surface is hot and the water evaporated quickly. In this case, the corrosive elements have actually eaten away a layer of paint. Type III water spots can also happen to clear coat finishes but they are not as common because the clear coat doesn't stain as easily as single stage paints. This is because clear coat finishes are not as porous or permeable. Now that you know how to identify the water spots, how do you go about removing them? Even if you are not sure what type spot you have, there is a multiple step process to follow that will alleviate the problem. After each step, you evaluate the condition of the surface and determine what steps are still needed. Remember, be sure that you are in the shade and that the car's surface is cool. Otherwise, you will only make the problem worse.

Step 1: Wash and dry the affected surface Thoroughly wash and dry your car's finish. In most cases, any topical water spots/mineral deposits will loosen and then rinse off. This

is key because you want to remove as much of the mineral deposits or other physical contaminants off the paint as possible so you can then see what remains and what will need more attention in order to remove. You also don't want to rub any mineral deposits or other related particles into the paint...so washing and drying is always the first step. It is best to use a dishwashing detergent as it will remove the existing wax layer.



Step 2: Inspect the finish Fluorescent lights and sun light are usually very good at highlighting what is left of the water spot impression left behind in the paint. It shows up as an irregular residue ring that forms at the edge of the drops as they evaporate. Next, physically inspect the paint by feeling the surface with your clean hand. Oftentimes, your hands can detect what your eyes cannot see. The paint should feel smooth and glassy. If you feel a textured surface, then not all of the mineral deposits were removed by washing. Here is a close-up of a water spot that was not fully removed by Step 1. If all the spots are gone, you are in luck and can skip to Step 6.

Step 3: Wipe surface with Distilled White Vinegar After inspecting the paint, if you still see and feel water spots like the one in the picture above, you can try to remove these mineral deposits with distilled white vinegar. Using a soft cotton towel that has been dampened with the vinegar, gently wipe the spots. That should dissolve the mineral residue that forms the ring. The vinegar can also help to break the bond between the minerals and the paint so that the minerals will rinse off. Be sure to fully rinse the surface to completely remove the vinegar. Work on a small area at a time and don't let the vinegar dry out before you rinse it off.

Repeat Step 2: Inspect the finish. If all the spots are gone, you are ready to skip to Step 6.

Step 4: Detail Clay the Affected Area Use detailing clay on all affected areas. Detailing clay is a special clay that you knead into a wafer or patty, somewhat like a pancake, and then gently rub over the finish using distilled water or a quick detailer as a lubricant between the clay and the paint. Always keep the area you are working on wet. As you're rubbing the clay over the finish, the specialized abrasives will loosen and remove any deposits sitting on top of the paint and trap them into the clay. The clay will do this without instilling scratches into the paint. As you are claying,

Continued on page 14

Water Spots

continued from page 13

mineral deposits are being removed and trapped into the clay itself. On a regular basis, you will want to take your clay patty and fold it into itself and then re-knead it to expose a fresh side of clay. Also keep a microfiber polishing cloth handy and wipe down the clayed area as you work to remove any excess distilled water or quick detailer from the surface before it dries. Repeat the above process until you've clayed all of the affected panels on your car. Rinse the surface with clear water and dry with a clean microfiber towel. Repeat Step 2: Inspect the finish. If all the spots are gone, you are almost done and can skip to Step 6.



Step 5: Use a hand applied polish or scratch remover After claying, it is not uncommon that you still see marks in the paint where you originally saw water spots. This is a sign that the water spots have actually etched the paint (to some level). The way to remove these marks or impressions is to gently abrade the paint with a polish or scratch remover. Because these etchings are below the surface, clay will not remove them because detailing clay only removes contaminants bonded onto the top of the surface.

The way you remove below surface defects is to gently abrade the paint in an effort to level the surface. To remove below surface defects by hand, you'll need a clear coat safe polish or scratch remover. Using a clean, soft applicator pad, work the polish or scratch remover against the finish with gentle pressure. Work a small area or directly on the etched water spot for 2-3 minutes and then immediately remove any leftover product from the paint with a microfiber towel. Inspect the surface. If the mark is still visible, then repeat the process. At least some of the water spot etchings will require multiple applications to remove, depending on how hard the paint is and how deep the defects are. Once again, rinse the surface with clear water and dry with a clean microfiber towel. When you are satisfied that you have removed the water spots as well as is possible, then all that is left is to continue to Step 6.

Step 6: Wax Coat Once you have removed the water spots as best you can, always apply a coat of wax. I prefer a carnauba wax, but use whatever is your favorite. A good wax job is the first line of defense against water spots.

If you have had to battle water spots, you don't ever want to do it again. So rule one is to always keep a good coat of wax on your car. Rule two is to never let water evaporate off the surface



if you can help it . . . especially a hot surface. The faster the water evaporates, the worse the water spots will be. If you do get water spot residue, wash it off as soon as possible. That also goes for bug guts and bird poop. The longer any contaminant stays on the paint surface, the harder it will be to remove. I hope this article helps you keep your Porsche looking like it just came off the showroom floor.

Out and About at the 2013 Rolex 24 at Daytona

photos on page 14 and 15 by Mark Pladson







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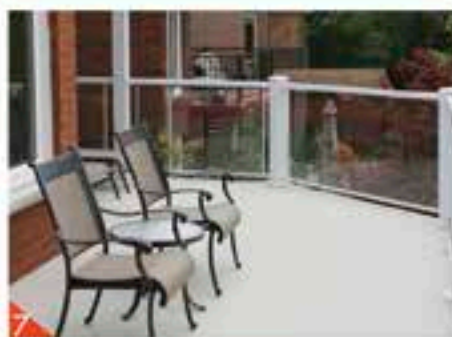
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"The" sports car celebrates a special anniversary . . . 50 Years of the Porsche 911

Courtesy PCNA

Atlanta. For five decades, the 911 has been the heart of the Porsche brand. Few other automobiles in the world can look back on such a long tradition and with such genuine continuity as the Porsche 911. It has been inspiring car enthusiasts the world over since its debut as the Type 901 at the IAA International Automotive Show in September 1963. Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. From the Cayenne to the Panamera, every Porsche is the most sporting automobile in its category, and each one carries a piece



of the 911 philosophy.

More than 820,000 Porsche 911s have been built, making it one of the most successful sports cars in the world. For each of its seven generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative power of the Porsche brand. Like no other vehicle, the 911 reconciles apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality. It is no wonder that each generation has written its own personal success story. Ferry Porsche best described its unique qualities: *"The 911 is the only car you could drive on an African safari or at Le Mans, to the theater or through New York City traffic."*

In addition to its classic yet unique lines, the Porsche 911 has always been distinguished by its advanced technology. Many of the ideas and technologies that made their debut in the Porsche 911 were conceived on the race track. The 911 was committed to the performance principle from the start, and motor racing is its most important test lab. From the very beginning it has been at home on circuits all over the world, earning a reputation as a versatile and dependable winner. Indeed, a good two thirds of Porsche's 30,000 race victories to date were notched up by the 911.

How Porsche celebrates the anniversary

For Porsche, the 50th anniversary of this iconic sports car is the central theme of 2013. There will be a wide variety of anniversary events, starting with the "Retro Classics" automobile show in Stuttgart. From March 7-10 the Porsche Museum will ring in the anniversary year with four special exhibits: an early-model 911 Turbo Coupe, a 911 Cabriolet study from 1981, a 1997 street version 911 GT1 and the pre-series Type 754 T7. This chassis by Professor Ferdinand Alexander Porsche was a milestone on the way to the 911 design.

The company is also sending an authentic 1967 model 911 on a world tour. Over the course of the year, this vintage 911 will travel to five continents where it will be shown in places like Pebble Beach, Calif., Shanghai, Goodwood, U.K., Paris and Australia. As an ambassador for the Porsche brand, this vintage 911 will be in attendance at many international fairs, historical rallies and motor sport events. Fans and interested individuals can follow the car's progress at <http://porsche.com/follow-911>.

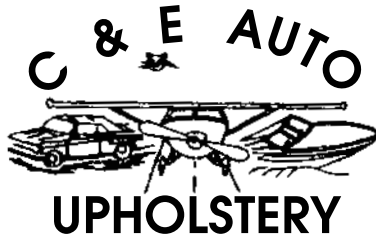
The Porsche Museum is celebrating "50 years of the Porsche 911" from June 4 - Sept. 29, 2013, with a special exhibition featuring the history and development of the 911. In the spring the museum's own publishing house, Edition Porsche-Museum, will publish an anniversary edition entitled "911x911."

The generations

The First 911 (1963) - Birth of a Legend

As the successor to the Porsche 356, the 911 won the hearts of sports car enthusiasts from the outset. The prototype was first unveiled at the Frankfurt IAA Motor Show in 1963 as the 901, and renamed the 911 for its market launch in 1964. Its air-cooled six-cylinder boxer engine delivered 130 hp, giving it an impressive top speed of 131 mph. If you wanted to take things a little slower, starting in 1965 you could also opt for the four-cylinder Porsche

Continued on page 25

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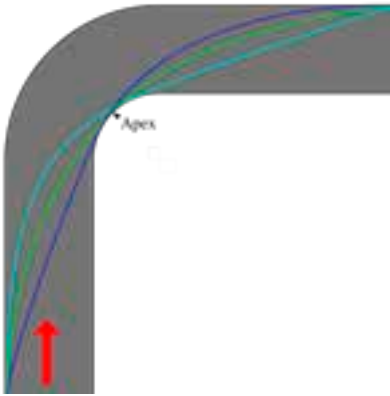
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Contact: Troy Chamberlin

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Deli, Gifts, Artisan Beers

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Chateau St. Croix Winery & Vineyard is crafted in the image of a European estate, complete with an art gallery, vineyard, a carriage house, stables, gardens, and a fishing pond. Visitors from the heartland of America can escape to another time while remaining close to home. Laura and I developed our passion for wine in the Rhine Valley of Germany, while I served in the US Air Force. We have frequented wineries throughout Europe and were enchanted by the hospitality that we experienced. Chateau St. Croix offers a variety of handcrafted wine selections. The wines are made from local harvests as well as grapes and juices imported from California and other regions. The winery produces more than a dozen different varieties of wines, and has won numerous awards in national and international competitions.

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

Laura and I enjoy all of them.

8. My favorite PCA event is ...?

Track days!

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

I have raced in One Lap of America a few times.

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

Upgrading my car.



PCA ZONE TEN CALENDAR: REGIONAL UPCOMING EVENTS

June 2	PCA Club Race & DE, Hastings Motorsports Park, Hastings, NE	Great Plains
2	Ice Cream Social at the Rands', Blue Springs, MO	Kansas City
2	European Auto Show	St. Louis
8	Clarksville Run	St. Louis
9	Go Karts at 61 Kartway, Delmar, IA	Central Iowa
9	Autocross at Road Yoder	Wichita
21-23	KCRPCA Club Race, Kansas Speedway, Kansas City, KS	Kansas City
22	911 50th Anniversary Celebration, Porsche of Minneapolis (Carousel), Minneapolis, MN	Nord Stern
23	Indy Cars and Porsche Park at Newton, Iowa	Central Iowa &
23	Autocross, Kansas Speedway, Kansas City, KS	Kansas City
23	All Porsche Show, Central Park, Roseville, MN	Nord Stern
23-29	Traverse City, MI	PCA
28	Ice Cream Social, Meyer-Dideriksen & Jackson's Home, Oxford, IA	Central Iowa
July 6	Bachmann Tour	St. Louis
13	Autocross at Marshalltown, IA	Central Iowa & Schonesland
13	Barbeque at the Bennetts', Lee's Summit, MO	Kansas City
15-16	Driver Education, Road America, Elkhart Lake, WI	Nord Stern
21	Fast Eddie Run	St. Louis
26-28	PCA Club Race & DE, Brainerd International Raceway	Nord Stern
27-28	Driver Education, Mid-America Motorplex, Pacific Junction, IA	Great Plains
August 3	Vino in the Valley Drive	Nord Stern
17-18	Grand-AM Race, Kansas Speedway, Kansas City, KS	Kansas City
17	Sonic Show 'N Shine, Lincoln, NE	Great Plains
18	Warren Wine Tour	St. Louis
24	CPG Drive & Dine to Versailles	St. Louis
22-25	Run for the Hills 11, Black Hills, SD	Dakota
Sept -7	Drive to Trains, Planes & Automobiles, Geneseo, IL	Central Iowa
8	Salisbury House Concours D'Elegance, Des Moines, IA	Central Iowa & Schonesland
12	Trip to Lanesboro, MN	Dakota
14	Ste. Genevieve Winery Tour	St. Louis
15	901-O-RAMA, Marine on the St Croix, MN	Nord Stern
15	Autocross at Road Yoder	Wichita
20	Last Fling Driver Training, Brainerd International Raceway	Nord Stern
21-22	Last Fling Driver Education, Brainerd International Raceway	Nord Stern
21	Shrimp Boil at the Hess Residence, Leawood, KS	Kansas City
22	Autocross, Kansas Speedway, Kansas City, KS	Kansas City
22	Secret Cellar Wine & Wheels Car Show, Shueyville, IA	Central Iowa
27-29	21st Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN	Nord Stern
28-29	Driver Education, Mid America Motorplex, Pacific Junction, IA	Great Plains
28	CPG Drive & Dine, Settler's Inn, Boonville, MO	St. Louis
29	Autocross at Road Yoder	Wichita
Oct 6	Octoberfest Club Race and DE, Hallet Motor Racing Circuit, Hallet, OK	
	Autos on Valhalla Family Picnic	
6		St. Louis
13	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
12	Fall Leaf Drive	Central Iowa
13	Annual Fall Drive to WI & MN	Schonesland
20	Autocross at Road Yoder	Wichita
24-27	ESCAPE to LA	PCA
Dec 7	Holiday Party	Central Iowa
7	Holiday Party	St. Louis

For detailed information about listed events, see the respective Region's website or the PCA National site at www.pca.org.

Central Iowa Region: www.cia.pca.org

Ozark Lakes Region: olk.pca.org

Dakotas Region: dak.pca.org

Red River Region: www.RedRiverPCA.org

Great Plains Region: www.gprpca.com

Schönesland Region: www.schonesland.org

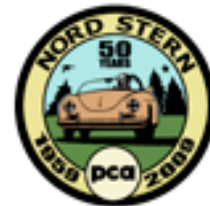
Kansas City Region: www.kcrpca.org

St. Louis Region: www.stlpca.org

Nord Stern Region: www.nordstern.org

Wichita Region: wic.pca.org

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



February-March 1982

A few issues from 1982 look a little ragged and thin. I'm thinking not enough people were sending Editor Dennis Guentzel stuff to print, but then I find the gem of a vintage article below. Getting to the end of the two pages in the issue, I find the article and the story of the race will be continued. I race to my basement with baited breath to see if I have the later issues that will tell what happened; good old Thomas Longfellow comes through, and his collection sent to Christie and me includes the entire story contributed by Bruce Erickson:

– Ron Faust

Assault on Sebring, By Bruce Erickson

March 20, 1982 is the day. Sebring, Florida is the place. A 12-hour endurance race is the event. No, the team is not Ralph Kent Cooke, JLP or Mom Megabuck Racing, but rather a Team Nordstern-Low Budget-Nickel and Dime (comparatively speaking) Venture.

The idea was started a few months ago in the mind of Dudley Davis who has had a very successful 1981 season running his 2.5-liter, C Production 911 in the SCCA LOL regional races. Dudley had the car for the IMSA 12-hour race, but he now needed two other drivers to share driving and expenses, plus a top notch, experienced pit crew. Well, two out three isn't bad. What the pit crew lacked in experience it could make up for in enthusiasm.

For co-drivers, Dud was able to procure the services of fellow Nord Sterner Charlie Lloyd, one of our more successful local drivers who made it to the CSPRRC national runoffs at Road Atlanta in his D-Production 911. In an effort to complement Dudley's steady, methodical driving technique and Charlie's consistency and national experience, Dudley decided to go with

wild, youthful enthusiasm supplied by Hank 'Kid' Godfredson. The only problem there is Hank still feels any race held in March must be on ice so he's still planning on bringing his studded tires and raccoon coat. No real problem, we all humor him as usual.

A team manager was also needed. The qualifications Dudley looked for was basically an organizing, cunning, devious



The Scans Continue



Above, a smiling Hank Godfredson at the wheel

eh. The race starts Saturday at 10 a.m. and finishes in the dark at 10 p.m.

We intend to carry a trailer load of parts and spares such as an extra engine, two extra transmissions, wheels, tires, pads, extra fiberglass and a phone book for Godfredson to sit on. All in all it should be a new experience for all involved. The goal is to finish and not try to out-duel the Mazda and Toyota factory teams.

A follow up article with pictures is planned, hopefully with positive race results. By the way, if there are any sponsors out there . . . !

Per Ron: **Bob Johnson** once told me *"In endurance racing you let the race come to you."*



individual who could talk anyone into anything but would still come across with a boyish, "preppie" image. Dud immediately called the State Attorney General's office to hopefully get a recommendation from their general "reprobate" files. Well, our own Bill Caldwell happened to answer the phone and . . . the rest is history.

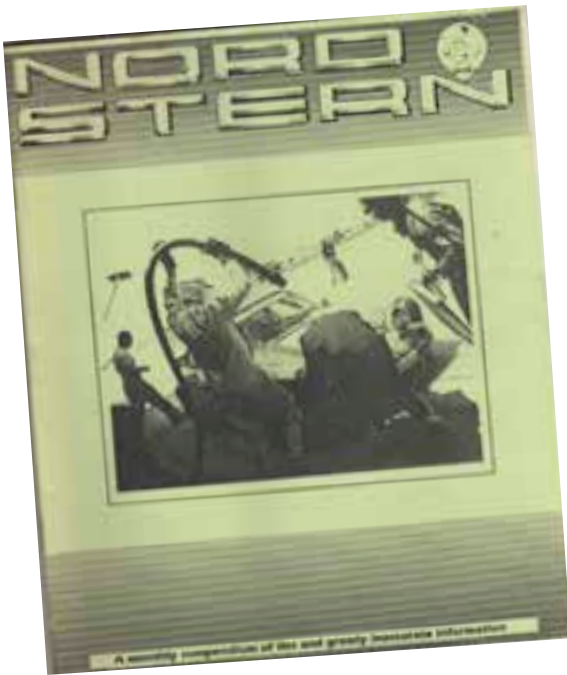
Al Schlegel was volunteered as crew chief based on his Porsche experience, racing experience and worldly experience. Phyllis Hanks (the prettier and taller half of the Godfredson/Hanks combination) and Bruce Erickson made up the rest of the Executive planning group. Rick Moe became the engine builder and chief mechanic. There are many more Nord Sterners taking part in the effort from picture taking to timing to pitting. The official team name is "Team Nordstern" although there was a strong lobby for "The Dudley Do-Rights."

The car will run in the GTU class (under 2.5 liters) and get to share the track with GTO (over 2.5 liters) and GT/GTP cars. GT/GTP includes the 200+ mph 935 Porsches, Lolas, March's, etc. Some fun,



The story continues . . . next issue!

The Scans Continue



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50th Anniversary

continued from page 18

912. In 1966 Porsche presented the 160 hp 911 S, which was the first to feature forged alloy wheels from Fuchs. The 911 Targa, with its distinctive stainless steel roll bar, made its debut in late 1966 as the world's first ever safety cabriolet. The semiautomatic Sportomatic four-speed transmission joined the lineup in 1967. With the 911T of the same year, and the later E and S variants, Porsche became the first German manufacturer to comply with strict US exhaust emission control regulations. The Porsche 911 became more and more powerful as displacement increased, initially to 2.2 liters (1969) and later to 2.4 (1971). The 911 Carrera RS 2.7 of 1972 with 210 hp engine and weighing less than 1000 kg remains the epitome of a dream car to this day. Its characteristic “ducktail” was the world's first rear spoiler on a production vehicle.



The G-Series (1973) - The Second Generation

Ten years after its premiere, the engineers at Porsche gave the 911 its first thorough makeover. The G model was produced from 1973 to 1989, longer than any other 911 generation. It featured prominent bellows bumpers, an innovation designed to meet the latest crash test standards in the United States. Occupant

protection was further improved by three-point safety belts as standard equipment, as well as integrated headrests. One of the most important milestones in the 911 saga was the 1974 unveiling of the first Porsche 911 Turbo with a three-liter 260 hp engine and enormous rear spoiler. With its unique blend of luxury and performance, the Turbo became synonymous with the Porsche mystique. The next performance jump came in 1977 with the intercooler-equipped 911 Turbo 3.3. At 300 hp it was the best in its class. In 1983 the naturally aspirated 911 Carrera superseded the SC; with a 3.2 liter 231 hp engine, it became a favorite collectors' item. Starting in 1982, fresh air enthusiasts could also order the 911 as a Cabriolet. The 911 Carrera Speedster, launched in 1989, was evocative of the legendary 356 of the fifties.



The 964 (1988) - Classic Modern

Just when automotive experts were predicting the imminent end of an era, in 1988 Porsche came out with the 911 Carrera 4 (964). After 15 years of production, the 911 platform was radically renewed with 85 percent new components, giving Porsche a modern and sustainable vehicle. Its air-cooled 3.6 liter boxer engine delivered 250 hp. Externally, the 964 differed from its predecessors only slightly, in its aerodynamic polyurethane bumpers and automatically extending rear spoiler, but internally it was almost completely different. The new model was designed to captivate drivers not only with sporty performance but also with enhanced comfort. It came with ABS, Tiptronic, power steering, and airbags, and rode on a completely redesigned chassis with light alloy control arms and coil springs instead of the previous torsion-bar suspension. A revolutionary member of the new 911 line right from the start was the all-wheel drive Carrera 4 model. In addition to Carrera Coupé, Cabriolet and Targa versions, starting in 1990 customers could also order the 964 Turbo. Initially powered by the proven 3.3 liter boxer engine, in 1992 the Turbo was upgraded to a more powerful 360 hp 3.6 liter power plant. Today, the 964 Carrera RS, 911 Turbo S, and 911 Carrera 2 Speedster are in particularly high demand among collectors.

Part Two: to be continued . . . July 2013.

And be sure to note our very own local, 50th ‘birthday party’ for 911 happening on Saturday, June 22 at Porsche of Minneapolis. See Page 28 for details!

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Book Reviews for Porschephiles . . .

Porsche 911 Performance Handbook, 1963-1998, 3rd edition

by Bruce Anderson, published by Motorbooks, Minneapolis, MN
Reviewed by Bruce Herrington, Orange Coast Region, Courtesy Grand Prix Region PCA, The Circuit

The Porsche Community (broader than just PCA) lost a great part of its corporate technical knowledge when Bruce Anderson died this spring. Arguably, his mind contained more and broader technical information on the configuration, maintenance and tuning of air-cooled, 6cyl Porsches than any other in the world.

Fortunately, a book exists which preserves much of that knowledge. **Porsche 911 Performance Handbook, 1963- 1998** is not so much a handbook as a tome of 304, 8-1/2 x 11 pages. The term *Performance* in the title is also somewhat misleading. . . This book is about much more than just hot-rodding air-cooled Porsches, a subject with which it does deal, in great, specific detail. This handbook is one of the best sources available for information on the configurations of various year cars. It is an essential book for the library (or coffee table) of anyone seriously interested in air-cooled 911s.

This book is very well illustrated with photographs, many in color, illustrating the evolution of the design of certain components. Also included are some custom graphics which illustrate system operation and internal configurations that cannot be shown in a photograph.

Then there is the text. Bruce Anderson was well-renowned in the aerospace industry as an outstanding technical writer before he started playing with Porsches. His skill in presenting his encyclopedic knowledge is attested by the years his columns appeared in *Pano*, *Excellence* and other periodicals, and his many years of service as Technical Editor of *Pano's* Tech Q&A Section.

Chapter 1 of the **Porsche 911 Performance Handbook, 1963-1998**, is an outstanding compendium of all the design changes (not just engine changes) made to enhance 911 performance year by year. It is the place to find out what makes a car of year X better than a car of year X-1. Chapter 2 is an equally comprehensive and detailed presentation of the particular things to check on when considering the purchase of a 911 of any specific year, and contains

model (SC, 993, 964) by model Pre-Purchase Inspection checklists from Zone 8's own Tony Callas. Chapter 3 deals with the ever continuing development of the air-cooled 911 engine, describing the almost year by year and 911 model by model changes in great detail. The very extensive information contained in the narrative is summarized in an eight page table at the end of the chapter.

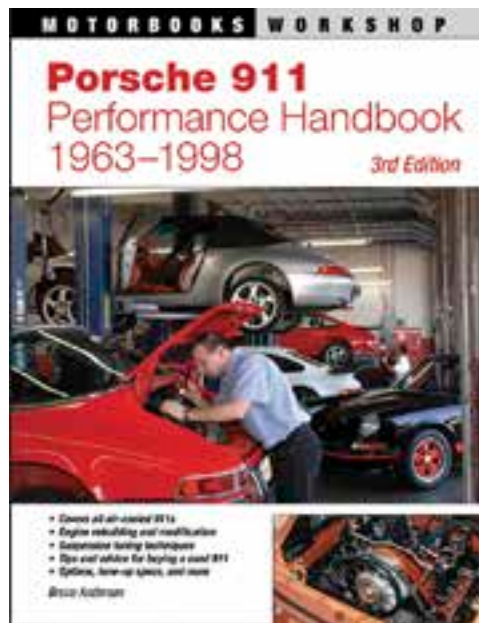
Chapter 4 gets down to the nitty-gritty of engine rebuilding, with lots of how-to pictures and insightful notes on tricks-of-the-trade. Also included is a 2-1/2 page Engine Builder's Checklist of what to do and how to verify re-usability of components.

Chapter 5, over half way through the book, is where the hotrodding starts to come in. This chapter deals with improvements to engine performance. Modifications proposed are discussed in great detail, down to the appropriate carb jets to use with specific piston/cylinder combinations.

Chapter 6 on suspension covers springs, anti-roll bars, alignment, wheels and brakes, with specific recommendations for the various 911 models, and intended uses from street to full race. Chapter 7 talks about the various transmissions, their configurations and their years of usage. Included are charts of gears available for the various models and their effect on speed at various RPMs.

Last but not least, are some fascinating appendices providing 911 production figures in very great detail, a preventive maintenance checklist and tune-up specifications for every year and model. There are specific recommendations for adjusting Solex, Weber and Zeniths carbs as well as for mechanical and CIS/K-jetronic injection systems. The final appendix gives specific guidance for changing oil and filters on 993s and 964s.

Porsche 911 Performance Handbook, 1963-1998 should be available for \$39.99 from your favorite bookseller (ask for it), or from <http://www.motorbooks.com>.





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Come, Celebrate 50 Years of the 911!

Saturday, June 22

10 a.m.

Porsche of Minneapolis

Porsche of Minneapolis will celebrate 50 Years of the 911 on Saturday, June 22, 2013, with a display of some very special cars, some rare graphic items and a panel discussion. The displays open at 10 a.m. and the panel discussion begins at 1 p.m.

Among the cars to be shown are some very interesting 356 models, including the ex-Henry Riel 356A coupe which is in absolutely original, unmolested condition. Riel was one of the founding members of Nord Stern and the addition of his car to our celebration will help us show “how we got here”. (Porsche is fond of saying that “every Porsche owes its soul to those that came before”, so we’ll show the development of the 911 in all its forms, including those of its ancestors.) This will be one of 62 cars assembled for viewing.

The panel discussion will include three people who have indeed “Been there and done that”.

George Drolsom, long time IMSA competitor and winner at Daytona (among other places!) will be joined by **Jim Watson**, 550 Spyder racer, SCCA winner and Porsche dealer, along with **Tom Bruch** who, among other achievements, held national records at Bonneville and won numerous classes in SCCA SOLO, regional events and more. They all started in 356s, owned – and still own and drive 911s – and will have lots of great stories to share. There will be some time available for questions from our gathered guests.

Look for at least two other spectacular reasons to join us that day to celebrate the 50th anniversary of 911.

You’ll have to be here to see what these are!

There’s no charge for admission and the weather will be great, so there’s no reason to miss out on the most interesting birthday party you’ll attend this year! Call Mark Bouljon at 763-744-9170 if you have any questions.

Minnesota Lakes Classic Boat Show & Speed Reunion will feature Porsches!

by Chris Runge, The Motoring Journal

We invite you to save the date for the 2013 “Minnesota Lakes Classic Boat and Car Show” for July 12-13 at Arrowwood Resort and Conference Center in Alexandria, MN. Featured marque this year will be Porsche cars and we will again have special classes for European Country of Origin Motorcycles and Automobiles to include, Germany, France, Great Britain, Italy, Sweden and more. The featured boat marque is Minnesota’s own “Falls Flyer” with the honorary guest Paul Mikkelsen, formerly the worlds leading Falls Flyer collector and historian.

Details and information will be available shortly. The 2013 show will be an event any speed



enthusiast will want to attend! Bring your friends and share in the fun. With Porsche being the featured marque and the anticipation of some rare Porsche cars joining us, we want to make certain all European car owners know they and their vehicles are welcome to the groomed lawn show area along the beautiful Lake Darling shoreline. With Arrowwoods accommodations this will feel more like a vacation than your average car show! Call Chris directly for more information at 320 491 5316. Chris Runge, The Motoring Journal, www.themotoringjournal.com. (editor’s note: note the special Porsche to the left!)





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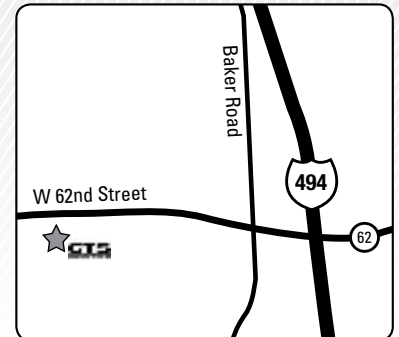


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A Red Carrera Coupe, Two Old Coots, and a Half Lap of America: A Story in Two Parts

by Tom Johnson

Part One: This story really needs to start a few months back when INWR (Inland Northwest Region PCA) member Tom Frey decided to go back to the future. Tom had owned a wonderful “barn find” 356A coupe with factory Rudge wheels that he found in Hayden Lake. Sold that (sob) to purchase a ‘79 SC Targa – restored that nicely – and promptly sold that to John Maher (again, seller’s remorse). But, along came a new 2005 Boxster that was a wonderful Porsche, and Tom owned that until 2012.

The Boxster suffered the dreaded auxiliary shaft bearing failure which took the entire engine. Thankfully, Porsche covered the complete loss so the Boxster had a new, improved bearing engine. As time moved on, Tom felt the desire to go back to the wonderful sound and feel of the early 911 air-cooled engine and car. It seemed the late Carrera’s of the ‘87 to ‘89 vintage or the early 993’s would be a good choice. So the Boxster was sold and the hunt was on.

Forward a couple of months and a very nice ‘88 Carrera sun roof coupe, Guard’s Red, original and low mileage car shows up on the Internet. Two problems: it is probably over priced and it is in Boston, MA. Lots of information regarding the car is gleaned, price negotiations haggled but a tentative agreement is reached. Two ways to get the car back to Idaho, of course: ship it or drive it. Tom thought a cross country drive could be a fun adventure. I agreed, so a trip was planned.

DAY #1

We flew to Boston on Tuesday, May 8th, early 5:45 a.m. flight. Of course this means getting up at 3 a.m. here in Idaho, so a long day ahead. Arriving in Boston in the late afternoon we were met by a limo driver provided by the seller, a classy way to start our journey. The Carrera was a very nice original car, just needing some TLC that Tom is very good at providing. We inspected the car well, and it had been serviced recently. Tom had the air conditioning changed over to R134 properly, so cool air available when we would need it. I did inspect the tires though, as we had over 3000 miles of trip planned ahead. They were old, date stamp of “02,” so at least 10 years old, a concern, but they had good tread and no visible cracking. Tom said he would purchase a new set soon after getting home. So, funds exchanged, papers signed, hand shakes all around, and we were off. Out of the door and into the rain, we drove through parts of Boston, found Interstate 90, and two old men and the Porsche headed on west. It was still light, and we had been advised that parking a Porsche on the street, or in motel parking lots in Boston, was probably not the wisest thing one could do.

On the Interstate highways in the east (toll roads, by the way), there are these very handy travel plazas. They tend to be very clean, have fast foods of a couple of varieties, nice restrooms,

and good sources of information. Around 70 miles to the west of Boston we stopped at one of these for dinner. Somehow (my fault) the spare key set fell out of the car and on to the parking lot pavement, this unbeknownst to us. Long story short, later that night, 30 miles further west at the motel, we discovered the loss. Figured out what must have happened, phone call to confirm the keys where in fact there, and Tom drove another hour and a half round trip to retrieve, and finally after about a nineteen hour day, the first day was done. Only six more days to go.

DAY #2

I was feeling badly about the problem I had caused Tom, but pay backs can be a bitch. Early the next day while looking at maps, Tom sits down on my bed, right on my glasses, and crack, there goes my up close vision. We are now even.

The motel clerk was from India, just happened to have a tool kit for eyeglasses and repaired the glasses for me. Go figure!! And so after a breakfast of wonderful motel food, we are off for day number two on the road. Glasses repaired, keys retrieved and two old coots are once again on the loose. Watch out folks!!

Day two finds us headed through beautiful western Massachusetts and eastern New York. We pass Albany, Utica, Syracuse, towards our goal of Buffalo and ultimately Niagara Falls. We were on I-90 in New York State when a funny thing happened at one of those toll road access points. Some of them have attendants to collect funds and give out the next section’s tickets. Others are unmanned and the driver needs only to lean out the window of the vehicle to grab the stub. I am sure these machines are designed for America’s large sedans, pickup trucks, SUV’s, etc. Try reaching these tickets out of the window of a lowered Porsche Carrera, especially if you are not the largest of men. Unfortunately, I was driving while approaching this one booth. I stopped, shifted to neutral, reached out with my alligator arm, too short to reach. I unhooked the seat belt, still too short, opened the door, still could not reach it, reached WAY out, my right foot hit the accelerator, the engine screams to probably 5,000 RPM, horn behind begins to honk (this is N.Y. you know, three seconds is an eternity), finally grabbed the ticket, pulled the door shut (not quite though) hooked the seat belt, found first gear, (more horns) and we were away. Tom was either laughing or crying, I couldn’t tell which. About a quarter of a mile away I realize at 60 mph that the door is not closed tightly, so that’s a thrill to solve at speed. Anyway, I am sure the N.Y. driver behind wonders what kind of a yahoo could possibly be driving this Porsche. Tom’s turn at this experience would come at a different booth later, and with close to a similar result. Can’t imagine what this adventure might be like in a 56 Speedster with the top up.

Next issue, Niagara Falls, the adventure continues.

“How COOL that would be to be a part of a group . . .”

by Michael Grabner

What an editor loves to have happen, but rarely enjoys, are unsolicited submissions of photos and stories that jump out and elicit a ‘wow’. Late this winter I had that experience when I received a couple of old newspaper clippings and a disc of burned photos from a relatively new member. An accompanying letter explained the ‘story’ behind the clippings and the digital jpgs on the disc.

A ‘wow’ was definitely my reaction when I finally took a look at the disc and found time to scan the clippings and import those photos. And what photos! Watch future issues for some stunning cover shots; this is when I am sorry we don’t run full color on all pages. I have been, and continue to be, a very lucky editor!

The clippings themselves are great fun along with the story about why Michael had saved them in the first place. Thank you, Michael! I just love this thing of discovery. And I bet there are



Staff Photo by Bruce Basing

Porsche Club members looked over Hank Gauthreaux's 1957 356A GS Carrera coupe, one of 700 built from 1954 to 1960.

lots more ‘stories’ out there among our membership. And I’d love to ‘discover’ even more. Hint, hint!

As Michael indicated in his letter and is best said in his own words: “I have been a Nord Stern member for the past few years since I purchased my 1977 911 Targa. I do not get to many Nord Stern events due to work schedule and family life. The events that I do get to, I enjoy taking photos. I have provided a disc of shots that are personal or Nord Stern events or ‘Cars and Coffee’ gatherings.

The newspaper clipping from June 13, 1986 is one that I have kept for all these years just hoping that someday I would own my own Porsche. At the time (1986) I was thinking how cool that would be to be a part of a group that gets together for just the love of all things Porsche. Well, it took a while for me to get to this point, but I got here. I’m very thankful for the opportunity to drive such a great car and feel that it’s such an honor to drive the world’s greatest sports car. Also, I am very thankful for Clubtalk and Mike and the gang at Courtney Truck Service (one of our advertisers!) for keeping my car running great.”

Well said, Michael!



Staff Photo by Bruce Basing

Members of the Porsche Club of America gathered around a 1957 356A GS Carrera at Dave Weber's house in Bloomington.

A few photos from Amelia Island 2013 . . . stay tuned for more info and pics next month!

photos by Steve Meydell



Porsche Apps!

Available: <http://www.porsche.com/usa/entertainment/apps/>

Editor's note: a recent email from our national newsletter editor included several links to information and articles available to PCA members. Below is a list of apps available for our devices. I had no idea there were so many! Check them out and I'd always be interested in a personal experience to share with our readers. Hopefully I'll get time to check out some of these myself!

- **Porsche Identity. The new 911:** The 911. Our identity. A truly distinctive design. Technology that was born on the race track. Emotional impact that has been standard since 1963. Discover the new Porsche 911 in our app.
- **Porsche Christophorus:** Christophorus magazine is now available as a bimonthly app. Purity, passion and performance are the essence of its content. And the best thing: it's as easy to operate as a real sports car: turn it on - and enjoy.
- **Good to know:** Get to know your Porsche - available video clips and user's guides to help you get the most out of your Porsche.

• **The Porsche model catalogues for your iPad:** The Porsche model catalogues – optimised for your iPad. Page through the model catalogues and find out about the model of your choice.



• **Porsche Motorsport:** The Porsche Motorsports App allows you

direct access to the latest results, reports and pictures on our worldwide racing activities. Learn more about our racing heritage, our factory drivers and race cars and let us entertain you with the latest videos and wallpapers.

- **Porsche Digital Owner's Manuals:** How-to information for Porsche owners. Find quick answers to questions about your Porsche.
- **Drive+ iPhone App - Upload on the Go:** The Drive+ app is available for your iPhone, iPod touch and iPad. Post your Porsche journeys on the go and see what others are doing as it happens in real-time.
- **Porsche Facebook Timeline Cover Creator App:** Use your creativity to customize your Facebook cover image with your favorite street car, historic model or motorsport car. Add your favorite text, change the style and create the perfect look for your driving mood.
- **Porsche Newscast:** The Porsche Newscast application delivers you all the latest news from the Porsche universe. Read from the official Porsche news feed and view images and videos from the Porsche Facebook and YouTube channels. You can also share all your favorites with your friends.
- **Porsche Pad Cinema:** Experience the fascination of Porsche now on your iPad. The Porsche Pad Cinema offers you direct access to a variety of videos about Porsche.

Out and About at Cayenne Hybrid Tech Session

by Roger Johnson



Above: rear shot of Cayenne Hybrid. New name for our western Porsche dealership under new ownership.

Right: Porsche Service Advisor Jon Beyer describes the technical details of the Cayenne Hybrid. Technically quite different from a gas or diesel Cayenne.



Below: batteries in rear of Hybrid Cayenne. No spare tire available.



Below: new Porsche's come from Germany wrapped up in this plastic cover. Protects that beautiful Porsche finish for its long time across the Atlantic. This is a very pretty blue Cayenne Diesel.



Above: Porsche of Minneapolis Parts Manager Mark Bouljon presents the Cayenne Hybrid.

Below: There is a sophisticated electric motor/generator that replaces the torque converter sitting between the v6 engine and the transmission. There is no clutch or torque converter because the vehicle starts off on electric power. Porsche calls this the "electric machine". When coasting it charges the batteries.



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.



1985 Carrera Cabriolet

56,200 miles, 5-speed manual transmission, alloy wheels, AC, power windows and locks, cruise control, etc., blue leather interior, top renewed in 1998. Service records included. \$24,500, Rob Rulon-Miller, 612.308.0827.

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Speed Yellow Boxster with gray carpets & convertible top. Black leather interior with adaptive, heated, sport seats with gray alcantara inserts. 5 spd manual, Pwr seat pkg. Bi-xenon lights. Yellow seat belts and center console. Sport steering wheel. Wind stop. Ipod connection. AWE exhaust (wonderful sound w/ no resonance) Conv. Pkg- self dimming mirrors, automatic wipers, headlight washers, seat memory. Oil change before storage each winter, brake fluid change each Spring. Conti DW tires w/ 80% tread. More photos avail. CLEAN CARFAX AVAIL. 32,600 miles \$27,000, Douglas Dye, 651-323-7875 or doug4448@gmail.com.

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Bosch H4 Euro Headlights - one or a pair; Fuchs 3 prong center caps - they will be painted so any condition. Phil Saari, cell: 651.260.5665, email: ps356er@yahoo.com.

1985 Porsche 911 Coupe Track Car

Great track car for sale. Previously owned by two other Nord Stern members and serviced by two Nord Stern approved tech inspection shops. Driven in Nord Stern DE and Club Race events; Recaro race seat. \$19,000 OBO. Contact Becky Dvorak, 612.309.7149.

Want to Buy

Clean 1987-1989 911 coupe. Any color but red or black. Good service/maintenance records are as important as low mileage. Minor performance upgrades ok. E-mail mark.read03@gmail.com or 612.251.5710.

Seats for Sale

2 Recaro Racing Seats (black), 5-point harnesses will work. \$200 each. Dave Glodowski, Brooklyn Park, MN 612-804-3887 or email: daglo@comcast.net

Wanted

Wish to purchase a hard copy of the book PORSCHE 928 by Brian Long, ISBN 978-1-903706-30-5. Please contact Brent Poppenhagen at 952-906-1541 or bwpoppenhagen@yahoo.com

1973 914. 1.7L

We are trying to help the family of Tom Countryman sell the 914 that he had. Approx 65,000 miles. Yellow with brown interior, Nice, clean, original car with one repaint. A few areas of minor surface rust underneath. One jack point will need some work. Battery box area is clean. \$7800 For additional pictures and information. Contact Phil Hancock 612.308.2357 Or Mark Bouljon 763.744.9170.

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1983 911 SC

Red with black leather interior. All original, with all records. Original user manual. 1983 Porsche brochure in plastic jacket. Original tool kit in case with original tire pressure gauge in the leather case. Includes bra, factory floor mats and side mirror covers. Hard top with sunroof. We are not the original owners. 103,210 miles, receipts of \$4,845 for complete tuneup and brakes done last year at Foreign Affairs in St. Louis Park. \$24,900. Contact Joe Pryor, 608.790.2152 or jp.pryor@yahoo.com.

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For 911 C2/4 Porsche 1989-1994. Polished Stainless Steel Construction For Maximum Corrosion Resistance 8-Horsepower Increase, 25 Pounds Lighter, More Sound, Primary Muffler Bypass Pipe With 2 Mounting Straps, I used the pipe for several days. e-mail me if you would like pictures. \$200 Plus Shipping. East Metro, Pete 651-491-7961 or pwilmes@comcast.net.

1986 944 Turbo

1986 944 Turbo. Metallic Grey. PCA Club Racing E-class prepared. Upgraded to 1987 specifications. Full Racers Edge suspension with Leda shocks. FABCAR control arms. AIM data acquisition system. HANS seat. 2 sets 17" Fikse wheels and one set 16" wheels for rains. No accidents. Meticulously maintained by CS Motorsports. For more details, Chris 262-257-0678 email chris@csmotorsports.net or Steve 847.272.7731 steve.rashbaum@comcast.net \$19,000 OBO.

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Letters to the Editor

Courtesy Clubtalk

Lon Tusler (recently via Clubtalk) wrote: “*But then again, I didn’t stay at a Holiday Inn Express last night.*”

Did you know that this famous ad campaign was the product of Nord Sterner Fred Senn and his ad agency, Fallon?

It’s been a few years, but it was a Fallon campaign and is now part of our lexicon. Whenever I hear the expression, “herding cats” I think of their Superbowl ad with the cowboy literally herding cats.

Fallon was PCNA’s ad agency in the 80’s and for awhile had a 356 in their lobby. When they gave up Porsche to take on BMW, Bob Johnson cut it in half and took it out the freight elevator. Then put it back together and it’s still on the road today.

You can read all about it in Fred’s book, *Juicing the Orange*, which is a great read. You can read about it here: <http://amzn.com/1591399270>.

Highly recommended, Roger Johnson
Seconded by your editor and her spouse!

ClubTalk: Road America - ALMS

Are any Nord Sterners heading to Road America to watch the ALMS and Grand AM races?

My son and I are planning to go. Since this will be our first race, does anyone have any tips or advice to maximize the fun?

I’ve already reserved my camp site in the Carousel, so I hope that is a good spot. I see they have a corral for Porsches, so we plan on hanging out there. Is that where I will be parking too? Thanks in advance!

– Rob Allen

Road America is a fabulous track, in many respects the best track in the USA. Bring your walking shoes or better yet, a bicycle. It’s a huge place and you can get most anywhere other than the track from the kink to Canada corner (turn 12). You will want to view from as many locations as possible to get a real feel for the track.

I do not believe the Porsche corral really offers much other than parking for your Porsche. PCA will most likely have a presence at one or both races, perhaps in the corral but more likely in a vendor tent area going up the hill to the main paddock. Stop in to talk to the PCA national people who will be there manning the PCA welcome center.

Spend some time in Elkhart Lake, the town just north of the track. Don’t miss stopping in to the Bar at Siebkens. One of the best bars near a race track anywhere, in my opinion. There are a number of decent restaurants in Elkhart Lake but plan for big crowds. The Paddock Club and Lake Street Cafi in Elkhart are places we always eat. Driving north to Schwartz’s restaurant in St Anna is worth the drive for great steaks but plan to spend all evening there as it will be crowded. Schwartz’s runs an amazing operation.

A side trip to Plymouth, the town just south of the track is worth it as there are some good restaurants in that town plus some very nice homes, if you are interested in that stuff.

Go just east to Kohler if you’ve got time to tour the Kohler museum and showroom. I never thought that toilets could be so interesting! Plus Kohler is a very interesting example of a company town and has some great golf courses nearby plus the American Club is a really neat place.

And south of Road America is the Kettle Moraine State Park with some great mountain biking trails and some very unusual geologic formations (the Kettles).

– Bruce Boeder

Yes! What a fantastic group of people to spend the weekend with! “It’s not just the cars, it’s the people!”

– Ron Johnson

First Fling - Track Season OPENS!

A big thank you to all who made the 2013 First Fling DT and ADE a success, including Ron Johnson, Jim Bahner, Dave Anderson, the Honorable Charles Porter and a cast of dozens of instructors, corner workers, etc. etc. etc.

For those of you who were scared off by the weather forecast or who went home Saturday night, you unfortunately missed a glorious day at the track Sunday. Clear blue skies, decent temperatures and tons of open track.

And what an open track!

The repaving is all it was predicted to be and more. Once the track installs the curbs, it should be even better. In my opinion not only is the track much faster, easier on tires and for those of us racing in July, “raceable” but also more user-friendly, with extensive level runoff and tons of pavement to “save” that mistake.

What a way to start the 2013 driving season!

– Bruce (and Christie) Boeder

I’d like to second Bruce’s comments and also add Keith Erickson and Ron Lewis to the thank you list. I’d also like to thank Dave Anderson and Jim Bahner for getting me registered for the Intermediate School after the official registration had closed.

Cheers, Hal Voges

Ditto and ditto. For those who wussed out on Saturday night’s BBQ in Pine River, you missed a really great event. Great BBQ, warm if you stood next to the giant grill and so cold you didn’t have to worry about your beer warming up. I sure hope we do that again. Thanks all!

– Teresa Pfister



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