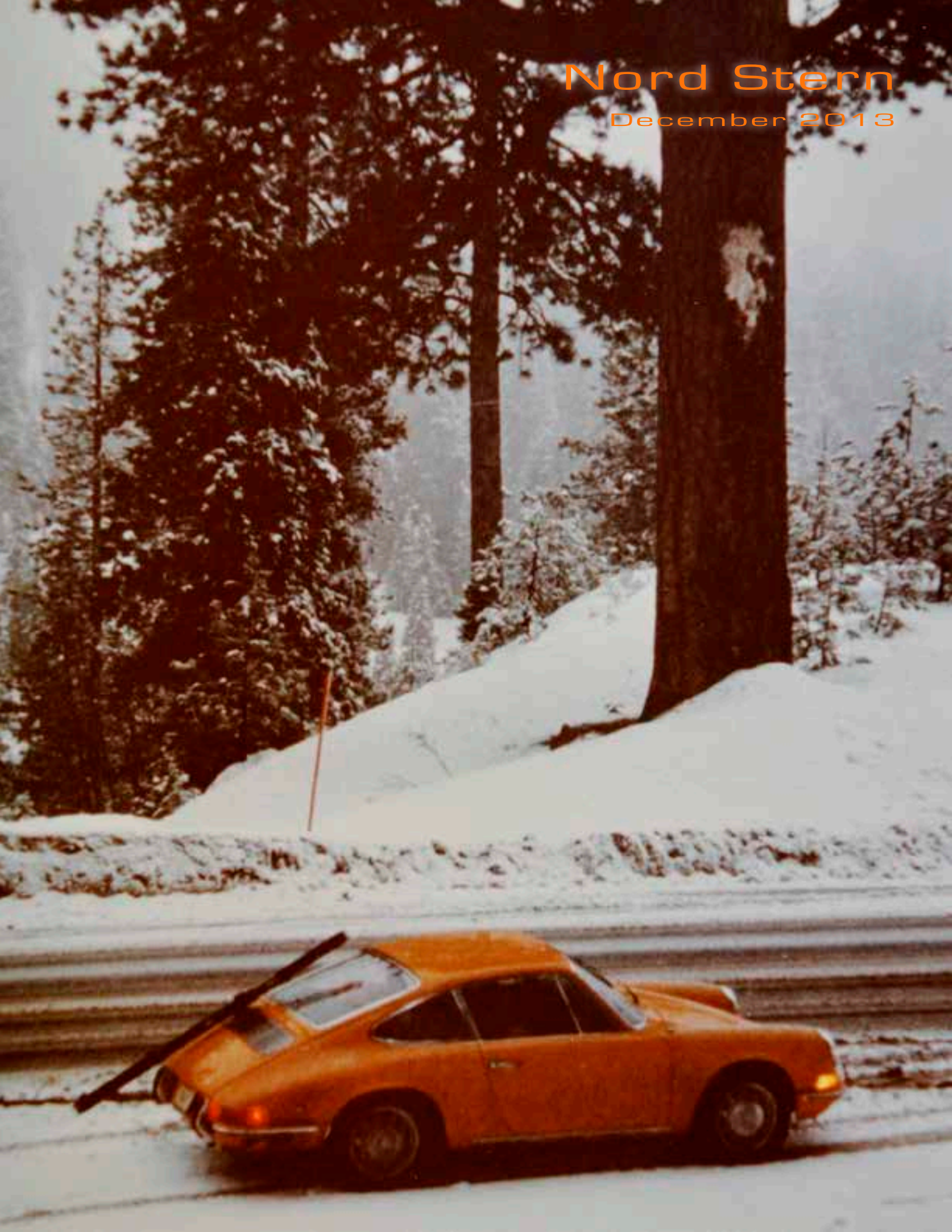


Nord Stern

December 2013





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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.

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 15th of each month prior to publication.

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Please contact staff for any event coverage you need

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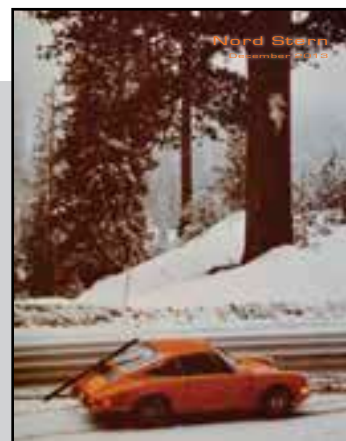
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Cover Photo, by Ron Faust

Recently found in a scrapbook, he says "Things were tough back then, driving my '71 911T as my only car in 1972. I had to put chains on it to get up to Tahoe sometimes. I think I even had a Christmas tree on top of it once." Editor's note: I'd say Dr. Faust DEFINITELY had his priorities right!



2013 Officers & Committee Chairs

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

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!

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

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Call Christie Boeder 612.845.4509

The Prez Sez . . .

by Ron Johnson

Happy Holidays! The saying “Time flies when you’re having fun” certainly applies to my 2013 Nord Stern presidency. I would like to take this opportunity to thank you for the honor of representing this club as president this year. When I think of Nord Stern, I think, It’s not just the cars, it’s the people. When Nord Stern members arrive at a race, others notice. We truly have a very special club! I am very grateful to be a big part of it. I have spent time looking around and talking to others concerning their PCA regions. I have to say we are so lucky to have the dedicated and super motivated members that make up Nord Stern. It isn’t our shiny Porsches that make us up, it’s you the members of our club.

The year in review reveals many great accomplishments. We finished the year with adding to the Nord Stern financials with a positive balance over last year; we are a healthy club. We won the rights to the 2015 PCA National Escape and have two of the most hard-working and dedicated individuals heading it up. Our new club race chair did a fantastic job on his first year of running this very important event. Overall, all of our chairs did a fantastic job

with their responsibilities; however, with so much good always comes some sadness: We have lost a handful of very dedicated members. We will always remember all of the good these people added to our lives and they will never be forgotten.

Our holiday party will be on January 25, 2014, with more details to come soon. We have secured a very nice venue and it will be great to get everyone back together in a semi-formal setting. Please add this date to your calendar now!

I started my Porsche infatuation in 1983, and at that time I could have only dreamed of being your president. This position truly has been a dream come true for me. Again, I thank you for being such “highly motivated super-dedicated members”

Looking forward to seeing you all soon, Ron



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Porsche of St. Paul.....	IBC
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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

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1/8 page: 8" wide by 1.3" high; 4" wide by 2.625" high

Back Cover: 8" by 7"

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6 month pre-payment required for ad insertion, billed yearly

Welkommen . . .

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!

Richard Alme
2005 911

Eric Anderson
Brainerd, MN
2002 911 Turbo

Issac Becker
Minneapolis, MN
2011 911 C4S

Thomas Coenen
Minnetonka, MN

Mohammad Faridi
Eden Prairie, MN
1984 911

Daniel Martinson
Medina, MN
356, 944, 911, Cayman S

Barrett Olson
Lakeville, MN
2001 911 Turbo

Jeffrey Rose
Plymouth, MN
2007 911 C4

Gregory Swenson
Orono, MN

Paul Zollinger
Maplewood, 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!).

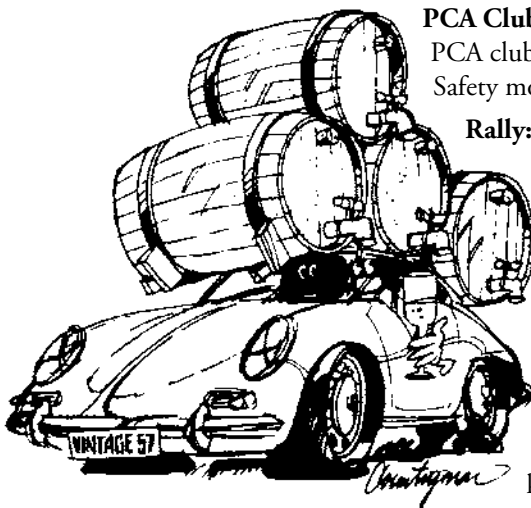
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved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



Thanksgiving is just around the corner as I finish up this issue which means the holiday season is in full swing and New Year's will be here before we know it! So Happy New Year!

I confess this issue is a tad later than usual as the Boeder social schedule interfered. After a wonderful trip down to Austin, Texas to take in the F1 Race, stay with PCA friends and get a little taste of Austin itself it was back to work. Which was followed by 2 very good PCA friends from the Windy City who joined us for a 'windy' Minneapolis weekend of plain 'ole R & R! Great fun again, but it certainly interferes with my motivation to sit down and finish this newsletter. Way more fun to sightsee (took in the Mill City Museum, Guthrie tour and Sea Change followed later in the evening by dessert at Cafe Latte in St. Paul.)

While it certainly was cold on Saturday, the clear skies and bright sunshine went a long way to helping show off Minneapolis and St. Paul in a fabulous light.

Couple of important things to note in this issue. We have a date and location for our annual **Nord Stern Holiday get-together**. This year it will be at the Lafayette Club on Lake Minnetonka Saturday, January 25th. And it will be a **P-A-R-T-Y!** No agenda other than a bit of end-of-the-year business with yearly awards. Plan on enjoying an excellent sit down dinner in a festive atmosphere with lots of other festive fun people! It will be great fun, watch for further info on costs and dinner choices. Remember, this is the 'passing of the gavel' and come support your club's leadership. This group truly is dedicated and puts together year after year lots of great programming.

We also celebrate our fabulous, very loyal Nord Stern advertisers without which we couldn't even begin to afford

producing a monthly newsletter such as we do! Count me as one very grateful editor. The club extends it's thanks, too, to the various businesses who know and support our activities in ways too numerous to count. Thank you!

Speaking of which we have a new advertiser, Aero Upholstery: Steve Cossette joining the ranks, welcome! And we look forward to hearing more about them in an Advertiser's Apex. Plus one additional advertiser: Preferred License Plate signage - got those personalized plates now! They look fun, perfect holiday gifts for that 'hard to shop for' person in your life!

Happy Holidays, one and all!

Out and About with Nord Sterners!

by Teresa Pfister


In the night enduro last night at Daytona Beach vintage race event for the "small bore" cars, Nord Stern member **Teresa Pfister** took first overall in her recently purchased 2-liter 1967 911S, driving in the rain. Apparently years of driving on ice and snow in Minnesota paid off!


Bruce Boeder

Thanks for all the kind words from my car pals! Warms my heart and reminds me of why I'm in this club. You must be laughing about all of this - when was the last time you saw me run in the rain? I've always said I don't do rain because it just ruins my hair. The photo (below) Tom McGlynn took will show I wasn't kidding - it does.


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2014 Calendar . . .

JANUARY

- 14 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!
- 25 Annual Nord Stern Holiday Party!**
LaFayette Country Club
6 p.m. Social
7 p.m. Dinner

FEBRUARY

- 11 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

MARCH

- 11 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

APRIL

- 8 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

MAY

- 2 First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net
- 3-4 First Fling Driver Education**
Eventmaster: Chuck Porter
Register online at: clubregistration.net

JULY

- 14-15 Wisconsin Fling: Nord Stern at Road America**
Eventmaster: Dave Anderson
- 25-27 BIR Fast Fling and Annual Club Race**
Eventmaster: Doug Anderson

SEPTEMBER

- 1 Annual Rochester Labor Day BBQ and Picnic**
Details TBA, Questions Jeff Boehm at 507.261.9407
- 9 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

2014

12

- Last Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net

13-14

- Last Fling Driver Education**
Eventmaster: TBA
Register online at: clubregistration.net

26-28

- Annual North Shore Fall Color Tour**
Eventmaster: John Dixon, eyerack@tcq.net
or 612.618.9506, Headquarters: Blue Fin Bay, Tofte

2014

OCTOBER

2014

14

- Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

2014

NOVEMBER

2014

11

- Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

2014

DECEMBER

2014

9

- Nord Stern Business Meeting**
Location: Lifetime Fitness Center
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6:30 Social, 7:00 Business Meeting
All Members welcome!

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October 16, November 20, December 18



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Photos by Angie Weinzettl and Gordon Maltby



	<p>Port & Company 100% Cotton T-Shirt</p> <ul style="list-style-type: none">• Heavyweight 6.1-ounce, 100% (preshrunk)• Shoulder-to-Shoulder Taping• Coverseamed Neck• Double Needle Hem• Black w/Nord Stern Logo <p><i>Small – XLarge - \$20.00 Each</i> <i>2XLarge - \$22.00</i></p>	Men’s Size	Quantity	\$ Item Total
	<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

The Bark and Beer Tour 2013

by Jeff Boehm

Even though this is not an official Nord Stern event it is attended by many past, present and even future Porsche enthusiasts and Nord Stern members. Ed, you should have been here!

This year's drive was on Sunday October 13th and started at Century High School in NE Rochester, MN. We had a group of 15 cars which was made up of mostly Porsches but did include a BMW Z4 and a new MB SLS 63 AMG! We had two couples from South Dakota and one from Wisconsin with an age spread from 4 to 70! The owner of the SLS 63 AMG is from Sioux Falls and celebrated his 70 Birthday with us. And once again Mother Nature cooperated with pleasant temperatures and bright blue skies. (editor's note: do go online and grab the pdf download of the newsletter to best enjoy these pictures). We drove over 125 miles of SE MN county roads and state highways through or past a collection of small Minneosta communities with names

like Viola, Elba, Weaver and more. We made a stop at Lark Toys outside of Kellogg, MN on the Mississippi River known for its hand-carved carousel as well as great fudge and ice cream (www.larktoys.com). After our little pit stop we headed west on some very twisty county roads making our way through some of SE MN most scenic areas and little towns like Millville, Jarrett and Hammond on our way to our lunch stop on Lake Zumbro at Fisherman's Inn on the lake (www.fishermaninn.com). Before lunch, my wife and Nord Stern advertiser BJ Peterson Boehm, gave every couple a blingy tumbler cup filled with candy from Bursch Travel (check out the lunch photos).

It was a fun day! More leaves and color than we've had in a long time and not quite as much bark!

But seeing old friends and making a few new ones PLUS enjoying our cars is always the best!



Porsches on 'parade' enjoying a beautiful fall

Photos by BJ Peterson and Jeff Boehm



Racing, Celebrities, Costs, Coverage

Courtesy Clubtalk

I haven't seen Rush yet but am looking forward to it. Has anyone watched Patrick Dempsey's four-part series on his road to Le Mans? It's very well done and even includes a nice tribute to Allan Simonsen. I found it on Velocity TV.

Dave Sorenson

I haven't been a particular fan of Mr. Dempsey's acting nor his racing career but was more impressed with his racing after watching that series. However, I do find very "interesting" the concern Dempsey expressed in one of the segments about whether "he could cut it at Le Mans". What's interesting about that is that Dempsey previously drove at Le Mans, in a GT class Ferrari but they seem to conveniently leave that out, probably to give the show some artificial tension. Ah, show business!

Also interesting was the news in August of the litigation between Dempsey and the guy that was kicked off the team for Le Mans at the last minute and replaced with Patrick Long (that change seemed pretty darn simple to me but I wasn't the guy who hoped to race at Le Mans). Dempsey and his former team mates were partners in Tully's Coffee and the partner was CEO of Tully's. Dempsey's claim was that the partner had pledged corporate assets to secure a \$2M+ personal loan . . . the litigation settled within about two days, with the settlement "confidential" but Dempsey was bought out of Tully's. The one takeaway I did get from the Dempsey series was how difficult it is to get sponsorship even for a high profile team with a very presentable, well known actor leading the team.

There have been several articles in the "enthusiasts" press or web sites talking about how sponsorship is becoming an ever more difficult issue just as costs of racing (which was never cheap) have gone through the roof. Hence the prevalence of "pay to play" drivers as second team drivers in F1, the shrinkage of teams in NASCAR, combining of ALMS and Grand Am, etc.

My bet is it's very tough for a marketing person who doesn't have someone high up in a corporation who is a gear head to sell the corporation on writing a huge check to sponsor some racing team, when the same corporation can get equal or more "eyeballs" over the internet or some other cheaper venue.

Bruce Boeder

Bruce is absolutely correct. If the CEO isn't a gear head forget getting money. A ride in World Challenge in a semi decent car is \$25k to \$50k and you have to take out insurance on the car.

A weekend can cost nearly \$75k in a top notch car. Nearly every driver is pay to play. That includes some of the well known drivers who have won championships. I think there are four people in WC that are paid to drive.

It cost me \$125k to put our driver in a Camping World truck at MoSport this past Labor Day. Now the bright side. We have one car in the team that requires a pay to play driver. When they don't show up, I get to drive!

David Roberts

There is a particularly sobering commentary in the latest issue of AutoWeek by Steven Smith that talks about the lack of coverage by the main stream media of sports car racing plus the fact that advertisers and manufacturers only want to spend their millions if they get some sort of return for their money.

Apparently the recent WEC championship race at COTA was very poorly attended, made worse no doubt by the management at COTA who don't understand motor racing (what race track have you ever gone to that doesn't include a grid . . .)

It will be interesting to see how the combined ALMS and Grand AM approach this. The new combined sanctioning body needs to get going as they haven't even explained yet how the classes are going to be set up yet testing for the 2014 season isn't that far off.

Bruce Boeder

I can provide a bit of insight on the lack of coverage, I've worked in live television for more than 10 years. For the most part, it's the expense.

Manpower for live events, plus equipment, satellite time, room & board, plus other items makes for a large expense. Like anything else, it's a business. Think about your TV crowds; it's roughly the same expense to televise a NASCAR race, or a sportscar race, and one will have exponentially more fans than the other. Not saying it's right, and I'm not a NASCAR fan, but it's fact that a NASCAR race will make money in number of viewers (eyes for advertisers) watching a race. Heck, even IndyCar is struggling to keep a TV schedule, and F1 is "new" to a larger, mainstream U.S. audience. Under traditional TV models (before the coming of NBC Sports Network, Velocity, etc) there were a limited number of outlets. Hopefully with the advent of these newer outlets, other series will get some time in the sun.

I too have enjoyed the Dempsey series on Velocity. The 2nd show highlighted Lime Rock Park in NW Conn. It's where my father took me as a kid... Had the privilege of meeting Sir Stirling Moss, Paul Newman, John Fitch, and a whole host of others. It's also a fun, tight track to run if you get the chance.

Ian Philbrick

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Worse Case Scenarios?

by Pedro P. Bonilla (GCR PCA)

Scenario 1:

You're going on a trip and you need to leave your Porsche parked at the airport (or anywhere else) for a couple of days. When you come back you go to start it and the battery is completely dead. No problem, you think, you'll call AAA and get them to come by and give you a jumpstart, but when they arrive you realize that you can't open the front trunk because . . . the car's battery is dead!

What to do?

Before you panic, there are steps that you can do now to prevent this from happening to you in the future (more about it later).

Scenario 2:

You have an early Boxster or Carrera and you just laughed out loud from reading Scenario 1, because your car's trunk is not electrically operated so that can't happen to you. What you may not know is that the cable used to unlatch the trunk in your car is prone to breaking at some point and you could end up with a limp latch and a closed trunk! If you have a Boxster your worries just doubled because you have two trunks.

Who's laughing now?

Before you panic, there are steps that you can do now to prevent this from happening to you in the future (more about it later).

Keep in mind that your 986/996 remote key is programmed to enter into a battery-saving Standby Mode after five consecutive days of inactivity. To some, this could be confused with having a dead car battery because none of the remote's buttons will unlock the car.

Unlock your car the old fashioned way, using the key on the door.

If you see lights inside then your issue was the remote control's battery-saving Standby Mode. If that's the case, press the key button on your remote to reactivate the remote. You are now good to go.

If you don't see any lights on the inside you probably have a dead battery and need to read on.

Porsche devised several ways of solving this situation for you, depending on the model year you have.

For the cars with electrically operated trunk lids (with a switch next to the driver's doorsill) the easiest way to solve the problem is to recharge the battery a bit. You can use a 12 volt adapter connected to a donor battery through your cigarette lighter (12 volt) outlet. Also, on the fuse box (driver's footwell) there is a red emergency prong. Pull it out about ½ inch and attach the positive (red) clamp of the jumper cable from the donor battery to its copper sides. The negative (black) clamp of the battery's jumper cable attaches onto the door latch striker (ground).

Note: When you attach the negative black clamp of your jumper cable coming from your booster battery to the exposed door latch striker the car's alarm will be triggered. Turn the alarm off by locking and unlocking the car at the door lock.

Depending on the condition of the car's battery you may have to leave the connection in place for up to 1 hour in order to get enough charge to pop the trunk lid.

When recharging this way, make sure all of the electricals are turned off including lights, radio, radar detector, GPS, etc. This connection is only good enough to get the trunk lid open. **DO NOT** try to start the engine with this connection in place.

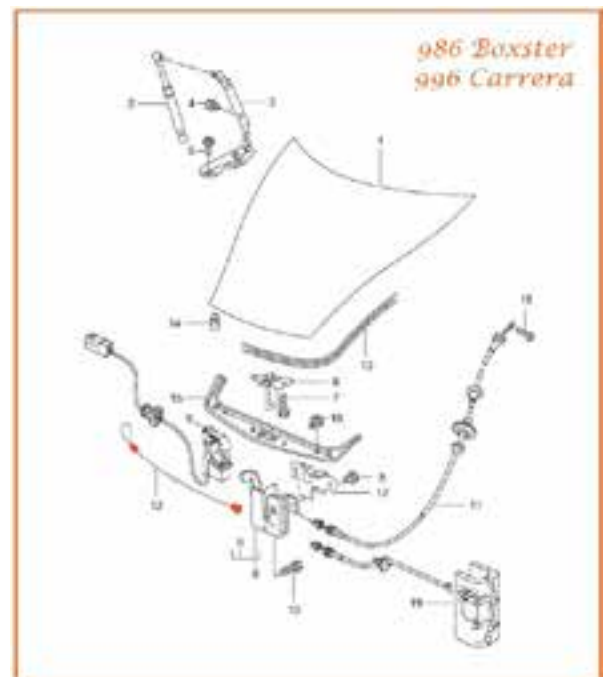
If the battery is completely dead and will not take a charge with the previous method, there's an alternate way to open the trunk.

Boxsters (all of them), Caymans (all of them), and Carreras (from 1999 on) are equipped with an emergency release cable to open the trunk(s) in case you're ever facing Scenario 1 or 2.

The problem is that the aforementioned emergency cable is not located in an easy position to reach it. The factory didn't want to make it too easy for crooks to break into your trunks. This is not even mentioned in the Owner's Manual.

So, where is this lifesaving cable?

On US 986 and 996 cars, the front trunk's cable release (item 12) is next to the right front (passenger's side) headlight assembly. You'll have to take out the headlight to find it.



On US 987, 997 and Caymans the front trunk release cable (item 22) is in the left (driver's) wheel well so the left front tire needs to be removed as well as three plastic fasteners so that the wheel well liner can be pulled back.



The rear trunk's cable release for Boxsters is in the left rear (driver's side) bumper, just under the left tail light.



But what does this cable look like?

It's a shiny, steel-braided cable about 1/16 (0.06) inch in diameter with a loop on its end.



My recommendation is that you reroute this cable (986/996) to a place that you can easily reach in case you're ever faced with Scenario 2. Some people reroute the loop to the car's tow hook opening in the front bumper so that they can easily fish it out in case of need by just popping out the plug. On my car I rerouted it to the right fender's turn signal / sidemarker with a zip tie. That way I can just pop the sidemarker and have access to the cable in an emergency.

On the 987 Boxster, 997 Carrera and C7 Cayman you may want to add an extension to the existing cable in the left front wheel well so that you don't need to remove the liner in case of an emergency.

Now you can travel without worries knowing that you can get back into your car even with a dead battery.

To learn more about the emergency release cables and Porsches in general, please visit my website at www.PedrosGarage.com.

Happy Porscheing, Pedro



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December 'I Get Around' Column

All I Want For . . .

by Dick Badler, Courtesy PCA Newsletter Editor

It's a short list this year.

I could zap through the usual Porsche paraphernalia, the sunglasses, the watch, the cap, the tee shirt, the work shirt, the key fob, the scale model of what you'll buy when you win the lottery.

But, guess what, I've been on this planet long enough to have amassed them all, including a collection of toy Porsches, replete with opening doors and vestigial suspensions. The irony is, the cars all came with a note attached, saying something to the effect of "Since you said you wanted a Carrera GT, we thought we'd. . . ." It's funny the first time.

No, this year, my list is short. Very short. But it's heartfelt. No schmaltz, no pizzazz, no materialism. I don't even want a gift certificate to the Porsche boutique at my local dealer. Here goes.

1. National WiFi.

That's right. Think about the ramifications. First, inside the Beltway. Want to propose legislation in Washington that might actually unify our elected officials? Something that would take the national consciousness off Obamacare and the Congressional Civil War? Here it is.

Can it be done? What do I know. I'm not a tech geek. All I know is that we can split an atom. We can tell the color of a woman's painted toes from 100 miles out in space. We can fly a drone airplane over Mideast war-space from an airbase outside Las Vegas, Nevada. We can identify millions of planets just like ours, the same size and the same distance from their respective suns, all in our own galaxy. We can send an orbiter to Mars, and have it sift the Martian landscape for vestiges of water.

The cost? Again, I have no clue. But it's bound to cost a lot less than what it takes to build yet another nuclear aircraft carrier, and run a carrier battle group for a year, a week, a day.

Would it be disruptive? If you're Sirius XM, definitely. But Blockbuster probably said the same thing about video streaming.

And I'm sure the telcos would have a fit. To which I would say, cut up the country and give them disparate regions, in which they would be the provider. Then, presto, you're back to regional baby bells. For them, the old could be new again.

Think about it. You wouldn't have to search for Boingo hot spots. In the car, you wouldn't need a cellular signal whose fragility becomes a raving irritation as soon as you leave urban areas. You could dial up TuneIn Radio or Pandora or Spotify and have access to virtually unlimited programming sources, from anywhere on earth, anywhere you are on earth.

And, of course, here's the clincher. In this season of giving, just ponder a while about the good it would do, especially for those who can't afford or don't have access to Wifi. I rest my case.

2. A nominally priced Porsche sports car.

The headline in the November 4, 2013 *Wall Street Journal* was, "At Porsche, SUVs Poised to Overtake Sports Cars." The subhead was, "Street Racers That Built Its Reputation Are in Race With SUVs for Sales Crown."

That's right, friends, in the interest of Ferdinand Piech's sales goals, Porsche's going where the volume is. And the volume is in lower-priced mass-audience vehicles. Don't take my word for it, just look around, when you're idling at the next stoplight . . . what do you see? A sea of SUVs. Some of them even handle reasonably well . . . for an SUV. Like an SUV called the Macan.

Let's face it. The cheapest sports car that Porsche makes, the standard Boxster, with limited options, if there is such a thing, is bound to be over \$60k these days.

Which means, let's face it again, 20-somethings and 30-somethings, unless they're on a partner track at a hedge fund or Goldman Sachs, are not going to buy one. At least not now.

Which means that Porsche's audience is relatively affluent and older, and getting older by the year. Very soon, if you see a younger customer at a Porsche dealer, the customer will be there to buy a Macan, because there's no other reason why they'd be there. Today, you don't see younger customers, except on the used car lot.

Which means something has to be done to entice younger people to the enthusiast fold. Like a fun car that they might actually want, and can afford to buy.

Now, don't get me wrong. I don't have anything against SUVs in principle. They're the modern version of the station wagon, aren't they. Perfectly fine utilitarian vehicles that, with a lot of massaging, can actually handle reasonably well... for an SUV.

Did I say that again? Yes, I did. Glad you noticed.

We know that design, engineering and marketing exercises for an entry level sports car are kicking around Stuttgart and Wolfsburg and Ingolstadt. How do we know? We saw them on the floors of auto shows, a few years ago. Soon after, VW AG scoffed and said the market wasn't there to justify production.

My interpretation is that they suddenly were afraid they'd cannibalize higher-priced and higher-margin offerings... uh, like the Macan will do to the Cayenne? Like the Cayman does to the 911? In other words, the logic doesn't hold up today.

Continued on page 24



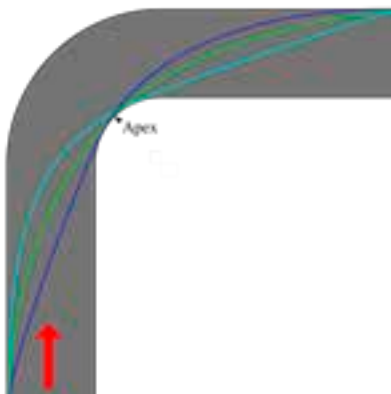
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nurburgring, inc.

restoration of fine vintage Porsche automobiles

1. Company name?

Nurburgring, Inc.

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

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Saint Bonifacius
MN 55375
952.446.8185
shop@dasing.com
Rick Moe



3. Type of business?

I currently provide curator/
restoration services for a
private car collection that
consists of 15+ 356 Porsches.
Included in the collection are
Speedsters from 1954-1959,
Coupes and Cabriolets from
1953-1965, a 2000GS 4-cam
and a 1960 RS60.

4. Years in business?

I established the business in
1977.

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

I have been an advertiser and member ever since I
established the business in 1977. I have been a professional
Porsche mechanic since the early 1970's, having received
formal training at the VW/Porsche.Audi center in Culver
City, Calif.

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

Although I am no longer servicing Porsches for the general
public, I continue to support the Club by holding tech

sessions and special events. An open house is in the works
to display the collection.

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

Anything involving a race track! I also enjoy teaching
Drivers Ed at Brainerd International Raceway.

8. My favorite PCA event is . . . ?

Anything involving a race track!

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

I am a Certified Special Olympics Coach and have
been teaching adaptive skiing for
more than 20 years. Also, I was
a Minnesota State High School
gymnastic champion...which is why
I limp around the pits...but things
are better, thanks to Dr. Steve.



Enjoying the feel of the
1960 RS60

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

Putting
the miles
on my
Specialized
Roubaix
road bike....
or crashing
into trees
on my
mountain bike



Above, Jeanne and Rick Moe



What I Want

continued from page 18

The other argument was that they would cheapen the brand. But, hey, if Porsche believes that today, they'd never develop the Macan.

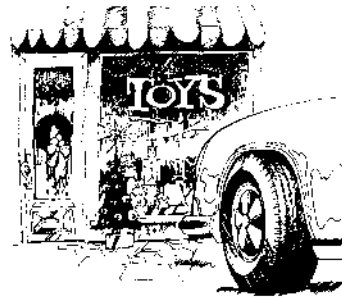
Remember when the Cayenne first came out? We all said we really don't care what Porsche builds, as long as it continues to build sports cars. And, if the profits get rolled over to our beloved sports cars, that's fine too.

I'm afraid that logic may be falling by the wayside, in the interest of volume targets. And I don't like what that portends. Come on,

Porsche, a \$30K sports car that will run rings around every hot hatch out there. It's not that complicated.

3. World peace.

No? Am I reaching here? Ok, maybe we'll start with that, next year.



Happy Holidays!



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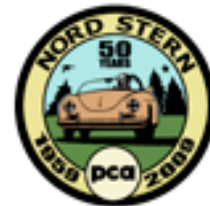


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Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



I thought this newsletter from December, 1987, might give us a holiday slant, but the car on the cover is black. The scans are all black and white anyway. The content was interesting, however and the photography keeps getting better and better. I hope you'll agree.



December 1987 cover, Peter Muldowney's very shiny black 1978 SC, converted from Rega to Cab in a factory approved German conversion shop

- **Joann Speidel** is president, **Peter Muldowney** vice president and **John** and **Dodie Mueller** are doing the newsletter.
- **Hank and Phyllis Godfredson** have opened Henry G and Associates graphic design studio at 4131 Queen Avenue N. (They must not have known yet that they were moving to Colorado yet)!
- Mike Killian, Editor of Der Sportwagon contributes a two page article about the vehicles, by type that should go into a perfect (very large) garage:
 - ➔ Porsche of choice:
'87 Carrera Coupe...no turbo, no tail, no floppy top, no "pimpmobile slope nose" options.
 - ➔ Functional, ash and trash car:
Mustang GT...it's cheap, will hold a Christmas tree in the back and has 225 HP.
 - ➔ Invisible stealth car:
Honda Civic...a car NOBODY looks at
 - ➔ Saturday night special:

Buick Regal GNX...300 turbocharged intercooled HP (I never even heard of that one)

- ➔ Autocross car:
BMW 2002tii or a Lotus Super 7
- ➔ Race car:
944 Turbo...after a list of other possibilities, he gets that one right.
- ➔ Tow truck:
GMC van in cargo configuration...no candy ass Jeep Wagoneers or Range Rovers he writes.
- ➔ RV:
Winnebago...also serves as second home when wife throws you out
- ➔ Wife's car:
BMW M6, Mercedes 300E, or BMW M5 lead his list, he can't decide on this category either

- The Varmint Racing Team has already filled 9 of 15 openings in the January Jim Russell Driving School: \$1,795 advanced school and \$1,650 beginners' school.
- Porsche will purchase components, tooling and special assembly work for the Cabriolet version of the 944 from ASC Inc, of Southgate, MI. Porsche was already purchasing \$50,000,000 in parts and components from the US at that time.
- A November 1 trek led to brunch at Pirate's Cove above St. Cloud. 1987 doesn't seem like THAT long ago, but check the fashions in the scans.

- The club
Right: Judy, Sonia, Jayne & Dodie show the latest styles at the trek to Pirate's Cove



The Scans Continue

hosts an “Annual Gathering” awards banquet, a Ladies Lunch Bunch in addition to a Christmas Party (formal attire and even black tie suggested). The scans show nobody bought into that idea.



Above, Slope nose and a front spoiler itching to kiss a curb

- **Larry Miller and Mike Gresser** have created a local company named Rinspeed USA. Modeled after Rinspeed of Switzerland, they do slope nose and other customizing conversions.

Rinspeed
USA
conversion
... the
factory
whale tail
was too
small



Above, Autocross champions



Above: Autocross champions .
... cool trophies



Above You want me to change the air in
my tires?



Above: The editor is fried by newsletter
mailing time

The Scans Continue

Continued from page 23



Left: Mike, Laura, Roger, and Dodie at workers' party.



Above: Once the dues get paid we'll get you forks

Right: Newcomers Cal and Linda Townsend with Roger Johnson



Below: 1987 Memories: the Pagoda overlooks the lineup during a rain delay at Elkhart Lake. It was replaced in 1989



Above: Photographic miscue: don't worry, I think it was just a Taurus and the roof wasn't rusting as badly as the rear quarter panel

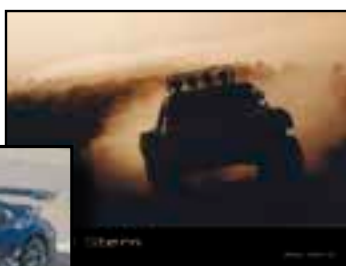


Much of racing is just waiting . . . on a vintage cooler



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Membership/Renewal Chair:

Ed Vazquez 612.720.0760 (c)
18918 Dorenkemper Pl 952 934 5093 (h)
Eden Prairie, MN 55347-4287 edmn911@aol.com



Nord Stern November 2013 Business Meeting

by Betsey Porter, Secretary

President Ron Johnson started the business meeting at 7:00 p.m. and Ron's last meeting as President!

Treasurer – Jeff Bluhm

2013 was very successful! Electronic payments of dues, registration.net for driving events has helped cash flow and the financial processes tremendously.

Social –

Will now operate as an ad hoc committee. First location discussed by the committee is the Lafayette Club for the annual Holiday Party. Price could be approx. \$65-70/person. Bret will further investigate late Jan/early Feb for our date. No speaker this year, just some end of the year business and purely social event for members to enjoy. Discussion ensued to see if Carrie John is willing to continue as lead 'biermeister' for our annual Club Race event!

Advertising – Jill Daneu:

Two new advertisers for 2014: Aero Upholstery and Preferred Sign & Graphics. Advertisers Apex in December – Rick Moe and January – eGlass. There will be a "holiday greeting card" in the December newsletter to encourage advertiser renewals. Jill and Christie will do a call-a-thon next week for non-committed advertisers. We currently have 31 advertisers!

Newsletter – Christie Boeder

November is in the mail and December is under construction. Advertisers who have committed for 2014 will be featured

Webmaster – open position

Mark Kedrowski has committed for 2014

Membership – Ed Vazquez

As of November, there are 696 local PCA members, of which 527 are Nord Stern members. Renewal envelopes will run in the December newsletter. PayPal is working very well for renewal payments. Planning a New Member meeting for April at the Motorplex in Chanhassen and Auto Edge in Mahtomedi. Imola is interested in hosting the west side meetings. Cars & Coffee will be at the Motorplex in 2014. Ed and Ron will craft an email announcement for another memberwear order before the holidays.

Met Council – Bob Kosky

No report

Autocross & Time Trial – Paul Ingebritsen

There has been minimal participation by Nord Sterners lately,

especially after two nearby locations were closed to us. It is also usually the same weekend as the All-Porsche Show. The event is cheap, but you don't usually get a lot of track time

Should we combine with another club? Jill and Michele will create a survey to gauge interest and send to membership and go from there

Charity – Keith Jones

No report

Insurance – Michele Deml Johnson

No report

Club Race – Doug Anderson

No report

Driver Education – Steve Meydell

Eventmasters are lined up for the following: First Fling – Chuck Porter, Road America – Dave Anderson, Club Race – Doug Anderson. Still need one for Final Fling.

Track Relations – Jim Bahner

Contracts are expected in December. Dates for 2014:

First Fling May 2-4

Road America July 14-15

Club Race July 25-27

Final Fling Sept 12-14

Driver Education Registrar – Dave Anderson

No news, Want to advertise the schools earlier

Driver's Training – Jim Bahner

No report

Touring & Drives – Mike Lancial & Randy Walker

No report

Rally – Lon Tussler

No report

Concours/All Porsche Show – Pill Saari

No report

Fall Color Tour – John & Suzanne Dixon

No report, date is set

Safety – open position

Paul Ingebritson will take over in 2014

Continued on page 29

NORD STERN DECEMBER 2013

A 'Must Have' New Book!

Review courtesy St. Louis Region PCA

In this 50th Anniversary year of the 911, countless books about the flagship of the Porsche line have rolled off the press. Many are just basically beautiful, coffee table books, but author Randy Leffingwell wanted his story of the 50 years of the 911 to follow the Porsche Club moto of 'It's not just the car, it's the people' when he set out to tell the story behind and about the development and history of the 911.

Leffingwell, a prolific author of many books about Porsches including *Porsche Legends: Inside History of the Epic Cars* and *Porsche 911: Perfection by Design* tells the story of the 911 through the people who guided the design of the 911 and piloted Porsche AG through it's history. This is more than a book of dimensions, weight, and horsepower, but rather stories about the interrelationships between designers, company executives, and the Porsche family.

Stories include the squabble between company executives and Ferry Porsche which eventually caused Porsche to abandon the company that bore his family name or about the American who revised office remodeling plans without approval to include a special office which brought Ferry Porsche back to the corporate headquarters to serve as a special marketing and design consultant.

Porsche 911, 50 Years also notes that many of the arguments often heard among Porscheophiles such as 'Was the 914 or 924 / 944 ever really a Porsche?' or 'Should we really call a Cayenne a Porsche?' were just as often heard in the corporate offices in Stuttgart as among gatherings of PCA members. Leffingwell also attempts to explain the hardcore belief among many Porsche executives still leading the company today that the 911 should forever be the flagship of the Porsche model line and should always be powered by a flat-six engine.

Porsche 911, 50 Years is indeed an exceptional coffee table book, but Porsche faithful will get a lot more from this book



than just pretty pictures and interesting statistics. And the book is definitely filled with historic and attractive photographs - 150 color and 150 black & white images. But this book is bound to become a popular resource for true Porscheophiles interested in the history and people who have made Porsche the successful auto maker it is.

Porsche 911, 50 Years is published by the Motorbooks division of Quayside Publishing Group. ISBN-13: 978-0-7603-4401-9. Released October 20, 2013, *Porsche 911, 50 Years* is available now from book sellers around the world.

Editor's Note: We have this book and hubby Bruce has begun working his way through it and feels the above review quite accurately describes this brand new book from one of the foremost Porsche authors and lends his humble agreement to the depth of knowledge and information it contains. Plus the gorgeous look and feel to this tome. While the Internet is great, there just is nothing else like holding a 'work of art' in your hands!





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November 2013 Business Meeting

continued from page 26

Old Business – 2015 Escape - Arlyce and Jim Lillegaard

Things are moving right along! A meeting has been scheduled with key Nord Stern and Dakota region people for this week. There are lots of details to finalize, hoping to get 300 cars at a minimum to attend. Discovered the website can open a lot earlier than expected, like right now!

Need help running the website. Jill Daneu will approach member Todd Smith about helping with it as he has expressed interest in contributing to club work. Run to the Hills event is the third week in August and organizers would love to have even more Nord Sterners participate this coming year to experience what is the basis of our 2015 Escape!

New Business – Ron

There being no new business, the meeting was adjourned at 8:30 p.m.

Respectfully submitted, Betsey Porter



Nord Stern GTU Update

by Kelvin Tse

Reporting from Kelvin Tse, current owner of the Nord Stern car championed at the 1982 Sebring Race and recently featured in a two-part reprint from 1982:



Al Schlegel was present at this year's Coronado Festival of Speed. The car ran perfectly. Al was able to witness the good old Nord Stern GTU car finish 8th out of 30 plus cars in the 2500cc class. It was really special for me to be able to hear the stories about the car from one of the first owners! I would have wanted him to bring the car to grid, but because of the cage and a Hans seat it was too much for Al to do. I instead let one of the captains of the navy air team drive the car around the grid. I just wanted to let you know that I will be running the car on the West Coast all next year and would invite all Nord Stern PCA members to come out and enjoy the car. Above is a photo of Al (left) and me.

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

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago. For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc. Of recent, I have accepted an opportunity to continue my career in a new direction. I will be a curator for a private Porsche collection.

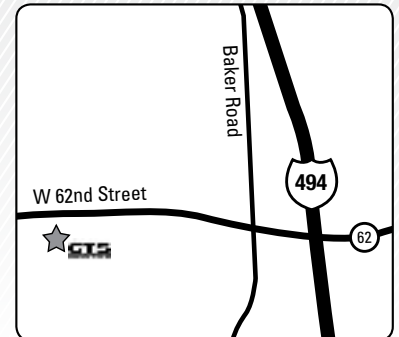
I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

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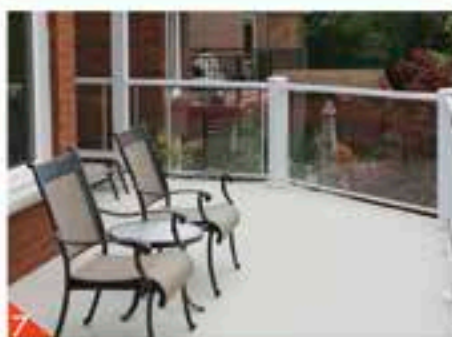
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Book Reviews for Porschephiles . . .

Tony Robinson, The Biography of a Race Mechanic

by Ian Wagstaff

Published by Motorbooks, Minneapolis, MN

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

Old fogies like this reviewer keep referring to the 50's and 60's as the golden age of motor racing. That is partly because they were 'our' days and partly because back then motor racing was informal and 'fun'. Even stars like Roger Penske and Bob Holbert towed their racecars on single axle trailers behind station wagons, just like ordinary folks.

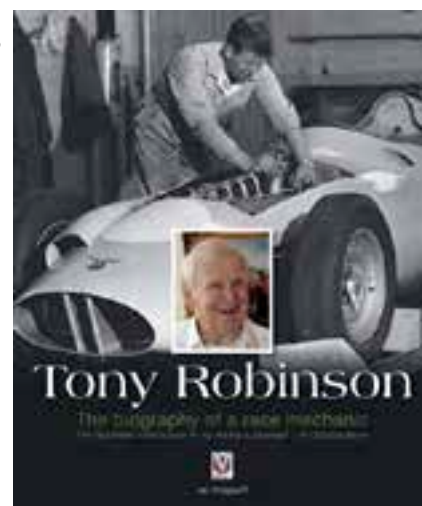
If you want to relive, (or vicariously experience) those days, this book is for you. By modern standards the efforts undertaken and experiences endured by Tony Robinson in pursuit of motor racing success, are incomprehensible. But, with apologies to Walter Cronkite, 'that's the way it was'. Sleeping in transporters, working 24-hour days, subsisting for five days on nothing but Fish & Chips; the Tony Robinson story is one of dedication and devotion by all the players in the motor racing 'game' during the first couple decades of post-war motor racing.

This is a fascinating book for anyone who sort-of recalls 'the golden age of motor racing' or is interested in that segment of automotive history. However, the subtitle of this book is misleading in two ways: 1) as presented in this book, Tony Robinson's career in motor racing consisted of very much more than just his years as a mechanic, and 2) the second two-thirds of the book is better described as, BRP is the racing team established by Alfred Moss, the father of Stirling Moss. BRP focused on Formula 2 and non-championship Formula 1 races, and Stirling rarely drove for his father's team.

Tony Robinson is a key part of the BRP story, as a mechanic, team manager and even car designer. He designed open-wheel cars both for European formula and Indianapolis. The tale of how in six months Tony designed from scratch, and help build, two BRP race cars that never turned a wheel in anger until practice for the '65 Indy 500 (and

both qualified), is almost unbelievable by modern standards. Especially since none of the design/manufacturing team had ever seen the Indy track (or few if any 'oval' races), until the cars got to Indianapolis. This incredible achievement for a guy who never had any formal engineering training qualifies Tony Robinson for a niche in motor racing history, independent of his accomplishments as a mechanic and team manager. After all, he designed the second monocoque car ever raced (the BRP '64 car which won its first time out) and is the one who brought monocoque design to Cooper cars.

The book has 154 8-1/2 x 11 inch pages containing many photographs, photos more about cars and drivers than of races, and containing nine chapters describing eras in Tony's professional life. There are also two appendices tabulating the Drivers and Mechanics with whom he worked. **Tony Robinson** is available from your favorite bookseller for \$49.95 (ask for it), or from <http://www.motorbooks.com>.



Tony Robinson (dark coat) speaks with driver Masten Gregory while he sits in the 1965 BRP Indy car. Robinson considers this one of his finest cars.



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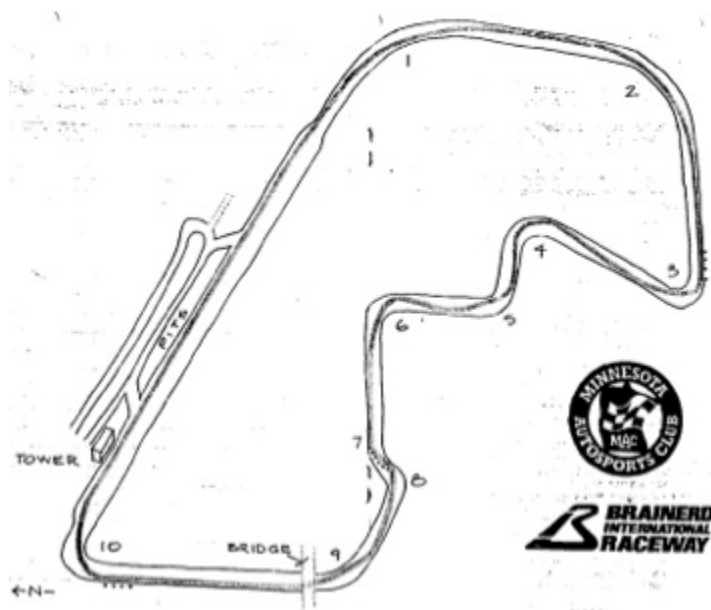


Racers Corner - Chapter 3 - The Most Important Corner - Think Again

Courtesy www.rufclubofamerica.com, by Steve Beddor,

What is the most important corner of any given race track? The one that leads to the longest straight. That's the conventional wisdom and I say it's wrong.

Let me qualify that a bit. I am assuming that we drivers have enough experience to be proficient at the basics of track driving. But when lap times have plateaued, by asking which corner is the most important, we really are asking where should I focus my energies and attention to find where I can knock whole seconds off my lap time.



When I first got into motorsports, Brainerd International Raceway (BIR) was my home track, and as I have mentioned in prior posts, it boasts a mile-long front straight so for Brainerd, no one ever questioned that corner 10, the last corner which leads onto that long straight was the most important, the one to really focus your time as a driver to get it right.

Back in the days when Can Am raced at Brainerd, it was not unusual for them to come into corner one approaching 200 mph, so when I was first starting out and ran into a former Can Am driver, I bent his ear about BIR's corner 10. He gruffly dismissed my question and told me that the only corner that mattered at BIR was corner 2. He added that it didn't matter what he did on the rest of the track, but he had to nail corner 2 to do well.

At the time that made no sense to me. Everyone knew corner 10 was where it was at; the faster you came out of corner 10, the more speed you carried down the all important long front straight with a higher top speed coming into turn 1. Everyone also knew that one could not afford to blow off the other corners. Even though

I could not fathom what he was telling me, I also could not forget it. For years I kept trying to make sense of it.

But it was not until later in my career when I stopped thinking in terms of going fast down the straight and starting thinking in terms of quickness ("Watch Your Language" post) that his wisdom started to come into focus. From there I began thinking about lap times as an average speed, the more I could raise that average, the more seconds fell off my lap time ("Mind Your Minimums" post). That led to my eureka moment at the California Speedway where **I learned that the key driver (pardon the pun) to raising average lap speeds is raising the minimum cornering speeds.**

At the California Speedway, it was raising the minimum speed attained at **just one corner** that made the big difference. But it was **not** the corner leading onto the longest straight; Rather, it was a high speed chicane at the end of the longest straight that led onto another long stretch through the high speed banked oval (turns 1 & 2 at Cal Speedway).

From that experience, I wondered if the most important corner on any given track is really one of the high speed corners that I can't take flat out, ones that scare me as I have to really dance on the edge of tire grip to go a bit faster. For Road America, that would be the kink. For Road Atlanta, it is two corners: the last and first corners. And for BIR, its corners 1 & 2. Wait a minute, corner 2! I suddenly realized what the old Can Am driver meant.

If he could take corner two closer to flat out than his competitors, then corner two would be one wild ride, but oh how important to turning a quick lap. Think about speed in terms of distance covered per second. At BIR, we are trying to cover 3 miles as quickly as possible, so we know the faster we go, the more feet per second we cover. We also know we spend a lot of time cornering, so when we can raise our minimum speed in a high-speed corner (which by definition tend to be the longer corners), the rewards are there. It is here that we can cover distances quickly, and if we start to think in terms of pushing up our average lap speed, then raising our minimum speed here we can really raise that average.

Remember that in identifying the "most important" corner, we are really trying to identify the corner where we are most likely to find the most improvement in lap times. No doubt that when running down a straight we are really spinning the odometer, eating up distance, but there is no skill involved. We are just holding the pedal to the floor, so assuming we already have the basic driving skills we should be able to get the maximum out of the car, lap-after-lap. Driving down straights should not be much of a variable for the driver. Again, I assume we all know our engine's

Continued on page 38

NORD STERN DECEMBER 2013

Was it a 'Last day for a drive?!' It All Depends

Courtesy Clubtalk

You chat of snow, I took a drive. Turning North Northeast off State 52 on Goodhue County #8 (15 minutes north of Rochester) heading to Welch today.

A well spirited drive was had, wrapped in diamond black German sheet metal, sun at my 6. Short gear box is always a must. Delightful. The horse power air just sounds crisper. Talk of the snow if you wish.

– Scott Mayer

The signs of winter start for me when we do the last Cars and Cafe' at the Motorplex. I have to move my cars back in the garage out here and start thinking about trickle chargers, Stabile, and doing the winter touch up with Dr. Colorchip.

It is great to have so many great members out here from the Nord Stern club to share information, ideas and wrenches. Scott, I love taking some of those fall drives through uncharted territory in SE Minnesota and Western WI. Maybe next year I will offer to set up a drive through some of those roads with the club. Done it with other clubs so maybe it is time to do it for Nord Stern.

– Steve Flaten

With my 911 only being a few years into the Porsche galvanizing process, to keep the value up, I will be storing for the long winters here in Minnesota. Kinda sad now but I get really happy in the spring.

– Michael Grabner

I used my 996 C4 Cabrio all last winter with the hard top on and Blizzaks. The only issue is ground clearance, otherwise flawless. It's a woot in the snow, but completely predictable as long you use the grey matter between your ears. But as anal as I am, however, I cleaned it after ever use to keep the salt off it. That said, I have more vehicles than drivers, so this season she's under cover and stored until spring. Enjoy it, it's just a car.

– Ryan Herrmann

1 990 C4 driven daily 175k miles, just use it!

– Ray Newman

The alternative is to drive and enjoy your Porsche year round, as many Nord Stern members do and as the Germans routinely do.

– Bruce Boeder

Apparently lots of people got the memo. The queue at the non-oxy pump in Minnetonka this afternoon included a 1972

Olds 442 convertible, a 1974 Camaro (which I just realized looks a lot like a big Vega) and a mid 60's XKE.

It's a bittersweet day when you get the P-car all shiny and new looking, but then cover her up, not to be seen again for months...

– John Destiche



POB - Porsche Odd Bits

Courtesy email



Andrew: as a newborn, 3-month, 6-month-old "Of course Porsche is my car of choice, guess who my grandpa is?!"

Editor's note: I'd say this gorgeous guy has got it right! Now the question is, who is this smart young man? Submit your guesses and we will reveal in a future issue. If you are related, it won't count! And I know the answer so no sneaking by me.



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2004 Porsche 911 C4S

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1986 Porsche 944 Turbo for Sale

Very nice clean 2 owner car! 120,000 miles. Non-smoker. No winters since 1989. Copenhagen Blue, black interior. Alpine AM/FM/ CD player. Nakamichi power amp. European driving lights. Progressive rate springs in front, stock rear. 968 m030 front sway bar, Weltmeister 19mm adjustable bar in rear. Corner balanced by Autoedge. Autothority 2.5 chipset. Limited slip differential. Well maintained by owner, Maplewood Imports and Autoedge. Recent cam and balance belt, water pump and radiator replacement. Asking \$9,500 with HRE 17" with Michelin Pilot Sport PS2 tires as pictured above. Also have original phone dials for sale. Jim DeBenedet 651-483-1006 (home) or 651-402-0356 (cell). Also have Recaro clubman seat, Weltmeister front sway bar, set of Weltmeister front springs, TIF 7000 digital tire thermometer, and a G-Anylist for sale. Best reasonable offer.

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955 Cayenne Genuine Porsche Part OEM Black Cargo Box Locking Carrier, Roof Mounted, Porsche logo. New. Never used. Porsche Roof Transport System 955 2003-2010 Genuine Porsche Part OEM Aluminum Silver Finish Roof Rails New. Never used. Sold together \$700, Contact Mary Longfellow. 651.238.8811.

Winter Wheel Set from 996 C4

FT 225/45 R17 Blizzaks mounted on Carrera Cup I style 7.5" et 52 wheel; RR 255/40 R17 Blizzaks mounted on Carrera Cup I style 9" et 47 wheel. center caps. Apprx 10,000 miles. \$850 OBO. Can be seen in Chanhassen. Brian 612.916.6055, bkasbohm@c4kaz.com

Garage clean-out

911, 944 and 914 stuff. Any reasonable offers accepted. 4 steel rims w/Yokohama 215/60R15 tires + 1/2" spacers, steel lug nuts, 5 pair

Repcor Metalmaster disc brake pads 17-20210-M (D210M), 4 jack stands 2000 lb rated, Hydraulic floor jack 2 ton Viking, 1970 911 rear light covers L,R (Bosch), 911 Workshop manual for 1965-70, 4 Chrome hub cap inserts with Porsche crest, Wooden shift lever knob with Porsche crest, 1965 912 ski rack bumper/roof mounted, 1970 914 2.0 rear tail light assembly (Hella SMR SRBBL 152ZR), 1970 914 speedometer dial, oil/generator warning panel lights, Cylinder compression tester 300psi, Bleeding tire pressure gauge 0-60psi, Purolator oil filter PC34 (901.107.203.02), 7 qts Royal Purple 20W50 synthetic oil, Call Steve Coleman 612-270-4327 or steve@pllc.com.

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1986 Porsche 911 Carrera

Excellent condition. Rare black with saddle (camel) interior, whale tale, 3.2L. 114K miles, 16" original Fuchs, recent (4K miles ago) synchros, rotors, re-painted hood, new interior headliner, tach flipped 180 degrees for easier reading at speed. Rare European headlights. Spectacular street car that shows well and with minimal investment could be a concourse competitor.



Only work remaining is rear brake pads and 4 marker lights. \$23,000. David Adams, playfullynow@gmail.com, C 612-802-7404, H 612-605-5277.

1996 911 Carrera 2

\$33,900. Tiptronic, no accidents, never seen snow, stored in climate controlled indoor parking, never driven during Winter, and



maintained by one of the best porsche specialists in the area. Beautiful guards red with cashmere leather interior, Hi Fi sound package, ice cold ac, 17" alloys, power seat, sunroof, clear bra, with all records, manuals, and a super clean car fax. No fluid leaks or

other issues. Non smoker owner and this Porsche has been babied. This car has the coveted 993 body style which is the last air cooled model and a collector's dream. 993's are appreciating in value! I have owned the car 7 years after it spent its prior life in a southern state. Took me 2 and a half years to find this specific combination so it is somewhat rare. Contact me with questions. With low mileage at 57,400, this is a great car! Scott Bracke, scott993@gmail.com.

1999 996 Carrera

Tiptronic, black/grey with 73,000 miles. Since 2006 the car has been serviced by Carousel and lately by Auto Edge. Carfax available for years prior to 2006, subsequent records available on request. Current owner has always garaged it and stores it in the winter and it has not been raced. Asking \$21,600. Please contact Sara with any questions or inquiries at sasexton@q.com.

Wanted: 914

I am a 70-year-old PCA member from Milwaukee who previously owned a Boxster and 911. I'd now like to 'get back to my roots' and buy a 914. My objective is not a project car, racing, DE, concours

or autocross, but just simple enjoyment. Ideally, looking for a 1972-76 model and want reliability rather than all-out performance. The 2.0, 1.8 or 1.7 are all options. I am seeking a fully restored car with solid mechanicals, electronics and good body integrity (no rust). Originality is not so much an issue (repaint, carbs replacing fuel injection, seat replacement, etc). Chuck Hays, 414.276.1110 or cdhays@yahoo.com.

Wheels and Tires

O.Z. Racing Ultraleggera HLT wheel set, straight but with some blemishes, Silver, two 20x8.5 55mm offset and two 20x11 65mm offset. Hankook tires: Ventus V12 EVO tires, 245/30ZR20 and 305/25ZR20, with a couple hundred miles on them. \$1650 for the set. Took them off a 997C2. Contact Arden Olson at arden.olson@comcast.net

1985 928S

Manual transmission. I have owned the car since 1999. It is Grand Prix white with burgundy interior. Currently it has beige sheepskin seat covers on the front seats. Tires have less than 4k miles on them. Always serviced at Maplewood Porsche or Maplewood Audi. 142k miles. Asking \$7000 or best offer. Joe Bergeron H 763.560.5036, c 612.709.1257, w 651.483.2681. I used this car primarily as a summer driver. The leather on the driver's seat is worn through on the side bolster and the tops of the two rear seats. I replaced the factory radio with an after market cassette deck. I would say the car runs good and always delivered 20 plus mpg. The hood was repainted sometime before I owned the car. It is a close match.

1986 944 Turbo

Low miles, well maintained, white with minor body scrapes in right front. Engine was overhauled by competent technician last year. New timing belts, tensioners waterpump. Car is mechanically

sound throughout. 83,000 miles.\$8,500. Jeff Quam 701-219-3530 or jaq@702com.net. Can be seen in Moorhead MN.

2001 Porsche Boxter

38,000 miles, orient red metallic, grey interior, GREAT summer car \$15,500 (negotiable). Call 612.384.7213 or email deanlp@comcast.net for more information.

1987 944S

White with Camel Leather interior with 72,000 original miles. Very good condition both Exterior and Interior. Stored winters, detailed annually, and always serviced by Porsche mechanics. New Michelin tires, battery, and fuel pump in Sept, 2012. Last Timing belt/waterpump service at 60,000 miles by Kelly-Moss Motorsports in Madison, WI. Clean Carfax. Second owner for the last 18 years. Must sell; asking \$10,000. Please contact John at either 320.250.4530 or Jwrees49@gmail.com.

1987 944 Turbo Race Car

Professionally built, red, stage 2 chip, 968 brake cooling, 16" Fikse wheels, 2-1/2" lower front, 2" lower rear, Quaife torsen diff, quick shift, sway bars, roll cage, adj shocks, lite weight doors, etc. etc. \$17,000. Contact Bruce Schmitt 612-868-8871.

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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Racer's Corner

continued from page 34

torque curve, the ideal shift point for each gear, can change gears effectively and take proper advantage of drafting opportunities.

But carrying speed through a high-speed corner is whole other matter; it takes skill, undivided attention and absolute focus. Note: If you can take a corner flat out, then its not the most important in that there is invariably little room for improvement (i.e. not a place where you are probably leaving time on the track).

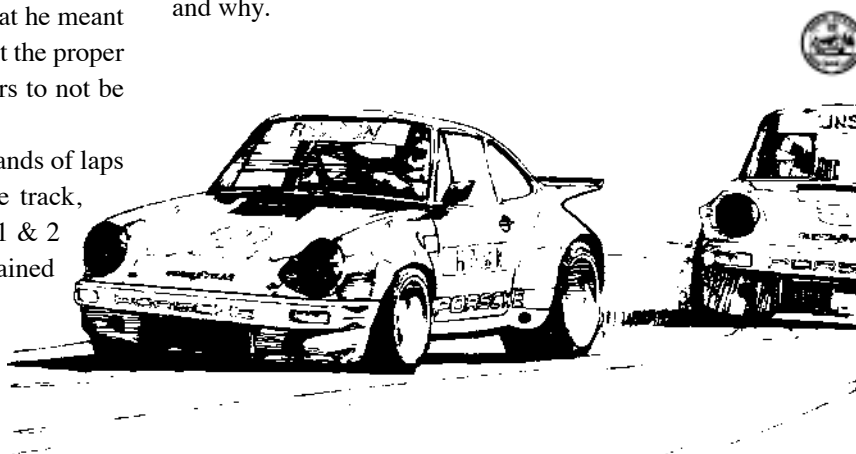
Along that same vein, that Can Am old-timer was not saying its okay to slough off on the rest of the track, but what he meant was that we should be competent enough to figure out the proper line (for our driving style and car) on various corners to not be leaving whole seconds on BIR's other corners.

By the time I figured this out, I had logged thousands of laps at BIR. Sure enough, I admit I was bored with the track, but the only corners that remain fun are the corner 1 & 2 combination. These were the only corners that remained a challenge.

Remember, the corner that once unlocked releases whole seconds of improvement will depend mainly on your car and to some degree your driving style.

The RUFs I drove had fabulous torque curves, but when I drove Formula Fords at BIR, most front runners could take both corners 1 and 2 flat out, so for lower horsepower cars the most important corners are most likely elsewhere. In the BIR example, it might then be turn 10 (which leads onto the front straight) but I recall that for the Formula Ford the 7 and 8 "S" turn was more of a "lap maker". The more speed a Formula Ford could carry through this "S" turn, the more speed that could be carried through flat-footing turn 9 all the way to the entrance of 10.

In my next post, I'll run through various tracks throughout the country and discuss which corners I feel are the most important and why.



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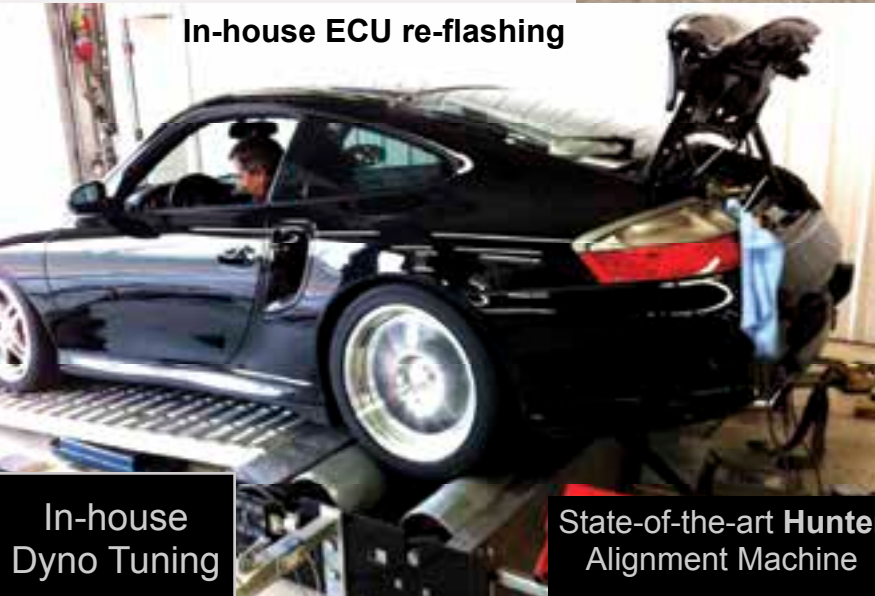
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