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February 2014





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NORD STERN



PORSCHE

FEBRUARY 2014

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

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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Online issues, past and present are available in pdf format at
<http://www.nordstern.org>



Cover Photo, Ron Faust

Stunning close up of Janis Joplin's 356 Cab currently featured in the *Seducing Speed: Porsche by Design* exhibit at the North Carolina Museum of Art.

As Ron's says, "Her friend's all drove Porsches, but she knew how to make them lust in their hearts for her's."

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2014 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!

Address Changes:

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

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Reminder, Annual Dues are:
\$30 per year (to defray monthly newsletter costs!)

Nord Stern membership Options
\$30 per year
\$80 for three years!

***Check your mailing label
for your expiration date***

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

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The Prez Sez . . .

by Dave Anderson

As publication deadlines dictate, I'm sitting here writing February's column a day after a record setting December "heat wave" with today's high temp expected to reach only single digit sub-zero temperatures. Today also happens to be the last day the Vikings play in the Dome with the following two years to be played outside at the TCF Bank Stadium. I know we're supposed to be hardy upper Midwest residents, but I simply can't see the fun of watching football outside in sub-zero temperatures and -40 degree wind chills. I'm told I had that experience at the old Met, but my consumption of "anti-freeze" to dull the senses for sitting three hours in the cold also apparently dulled some memories.

That shouldn't be the case after our Holiday Party that has come and gone as you read this. Many thanks go to Bret Bailey for taking the reins to ensure that we had a date, location, and meal selection for this year's party. I hope everybody enjoyed the food and socialization at our annual gathering to share Club experiences from last year's events. As a member that doesn't usually partake in Holiday Party festivities – I think my last party was at the St. Paul Hotel far too many years ago – I looked forward to meeting members that typically don't come to the track. It was good to see folks that I normally wouldn't meet as your track event Registrar (Registrar@nordstern.org). If you didn't make it to the Lafayette Club this year perhaps we can convince someone to write an article summarizing the event and acknowledge the 2013 award recipients.

Our new member socials will be coming up soon. These are usually held over two dates in late March or early April. Watch for emails and future columns for specifics. If you know someone that picked up a Porsche or is considering one, spread

the word and urge them to come hear about Nord Stern, our activities, and how we can help with their P-car experience. Membership questions can be directed to Ed Vazquez at Membership@nordstern.org.

We're also working on future Tech Sessions with a possibility of getting a peek at the new 918 and GT3 vehicles that are getting delivered to the Twin Cities. If you have some topics you'd like covered in a Tech Session send a note to Keith Fritze at TechSession@nordstern.org.

Did you notice the new committee email addresses? One of my goals as your President this year is to bring the Club into the Internet age and creating function related mail addresses is an easy step to make. Going forward you'll have access to any Club functions or activities using a consistent address from year to year. You'll find all the new email addresses for Club officers, Board of Directors, and Committee Chairs on page 4. I've also created some unpublished addresses that will get referenced throughout the year. Let me know if you would like to see an email address that isn't listed. Your current and future President can be reached at President@nordstern.org.

If you'd like to share any additional ideas on Club services and activities I invite you to attend the Club Business meetings held on the second Tuesday of each month at the Eden Prairie Lifetime Fitness Center. Social gathering formally starts at 6:30 with the business meeting kicking off at 7:00 PM. Come early and enjoy some of the happy hour appetizers and catch up with off-season happenings. These monthly meetings are an excellent opportunity for you to help guide Club activities for the upcoming year.



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2014 Advertising Rates

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

Ad sizes (maximum dimensions):

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

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

Welkommen . . .

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!



Mathieu Delannoy

1983 911

Edina, MN

Mylo Gustafson

1970 911E

Maple Grove, MN

Derek Laumbach

1968 912

Burnsville, MN

Nicholas Linsmayer

2014 911

St. Paul, MN

Peter Matteoni

2013 911

Woodbury, MN

Carlos Pinelo

Shakopee, MN

William Sigsbee

1985 911 and 1996 911

Eden Prairie, MN

Mark Webert

Edina, MN

So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

ClubTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an All Porsche Show at which cars are 'shown' but not judged.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

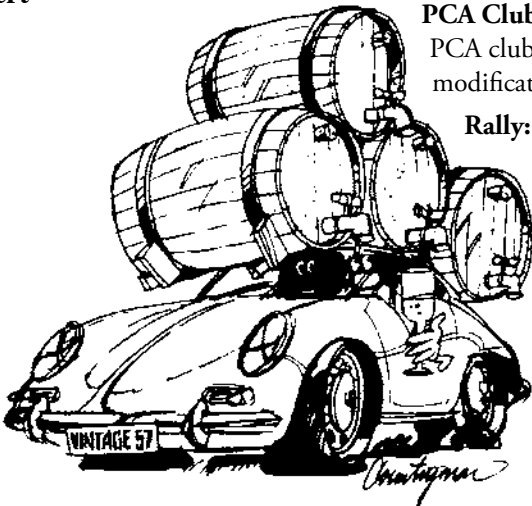
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release. **Time Trials:** On course timed lap with controlled starts and exiting.

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

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on pg. 3!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



From the Editor . . .

by Christie Boeder

I need to start out this month's column with a couple of updates to last month's issue to properly credit our fabulous photographers who so willingly share great photos with the club. First off, the photos on page 10 (901-O-Rama pictorial) in the January issue were taken by Michael Grabner, as well as the wonderful cover shot. And, as it turns out, the Fall Color photos provided by John Dixon were actually taken by Jill Daneu USING John's camera as she very inadvertently left hers at home (so she says, and that must be a first!). All great photos from these two events and as editor I am more than grateful for the efforts of these two - and the many others who generously have given and continue to give, of their time and talents on behalf of the club.

While Dave in his column spoke of writing on an usually warm day in December, I'm writing this column during the record-setting deep freeze/polar vortex event of early January. Such an interesting contrast. Truly what I love about living in a state like Minnesota. We definitely have seasons and within the seasons the variations can be extreme. Nothing boring about our weather! But being a skier of both downhill and cross country, there's fun for us with the crisp cold air and fluffy white stuff. Our Winter speed fix comes from our own steam power - and the bite of gravity.

This issue features a couple of fun articles from several PCA members who write for their local newsletter and are willing to share their columns. Hopefully you will also enjoy them as much as I did.

And some more pictures from this past year's Fall Color Tour up in the Tofte/Grand Marais shore of Lake Superior.



Already plans are underway for planning the 2014 'adventure' and it looks like a trip across the border is in the works to include the Ouimet Canyon (which is spectacular), which now has a Zip Line for those so inclined and hopefully a return visit to a restaurant out in the country the club has visited before. With the size (90 plus) of this event, the lunch options for the group are limited so it's nice to add another location to the 'rotation.' However, all plans are still in flux! So stay tuned and watch your Nord Stern for details.

Our cover this month is a bit of teaser. Several Nord Stern members have been able to get to the exhibit at the North Carolina Museum of Art called 'Seducing Speed: Porsche by Design' which features 22 amazing Porsches. And one of these is the Janis Joplin 356 which sports it's very own paint design. Frankly, totally evokes the late 60's/early 70's for those of us of a certain age. Wow. Ron Faust says it was an amazing show and he promises much more to come. I'm really looking forward to both his pictures and his comments!

We do have a Swap Meet this winter and it's scheduled for Saturday, March 22. Information is in this newsletter.

Both vendors and buyers are needed! So Bring Your Stuff AND Find Your Stuff. Thanks to Mark Bouljon and Matt Lawson of Porsche of Minneapolis for once again opening their doors.

Late breaking news is the CHANGE IN DATE for First Fling. Due to the recently schedule club race at COTA in Austin, TX (Circuit of the Americas) on May 2, 3, 4 we have moved our Driver Training and Driver Ed event to the weekend before, April 25, 26, 27! So change your calendar. Next month I'll include more info on DT, DE, Tech forms, Car numbers, etc.

Which leads me to our New (and Old) Member Socials. They will be Sunday, April 6 and Saturday, April 12. Always fun to get together and learn about club activities whether you are 'new' or 'old!' See you there.

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2014 Calendar . . .

FEBRUARY

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

MARCH

- 11 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 p.m. Social, 7 p.m. Business Meeting
All Members welcome!
- 22 Annual SWAP Meet**
Porsche of Minneapolis
7 am Vendor Set Up/Doors Open 8 am
Contact Matt Lawson at Porsche of Minneapolis/
Parts Department (see IBC for phone #'s)

APRIL

- 6 New Member Social**
Learn about Nord Stern and it's events!
Location: TBA!
Time: 10 am to 1 pm - Details TBA
RSVP, Ed Vazquez at membership@nordstern.org
- 8 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 p.m. Social, 7 p.m. Business Meeting
All Members welcome!
- 12 New Member Social**
Learn about Nord Stern and it's events!
Location: Auto Edge .
Time: 10 a.m. to 1 p.m. - Details TBA
RSVP, Ed Vazquez at membership@nordstern.org
- 25 First Fling Driver Training* NEW DATE!!**
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net
- 26-27 First Fling Driver Education* NEW DATE!!**
Eventmaster: Chuck Porter
Register online at: clubregistration.net

JUNE

- 29 All Porsche Show**
Roseville Central Park
10 a.m. to 1 p.m.

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

2014

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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 p.m. Social, 7 p.m. Business Meeting
All Members welcome!
- 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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

"Third Thursdays" of each month

An Informal 'Post-Work' Social at

Club Jager

923 Washington Ave. North, Mpls, MN 55401 612.332.2686

<http://clubjager.com/>

February 20

March 20, April 17, May 15, June 19

July 17, August 21, September 18

October 16, November 20, December 18

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I Get Around . . . February 2014

by Dick Badler, Courtesy PCA National Newsletter Editor

MY PARENTS BOUGHT A NEW CAR

They bought a new car last summer. You have to understand. They're 87 and 85. My father had a stroke, a year and a half ago. Nothing cognitive, but he can't drive. My mother only drives in daylight. This past fall, they moved into an assisted living complex.

I have this vision of my parents coming into the dealership showroom . . . my father holding on tight to his walker, my mother making her way, following knee replacement surgery. The salesperson doing a few double-takes and finally getting out, "uh, can I help you?" and "What color do you like?" and "Do you have a trade-in?" and "Lease or buy?"

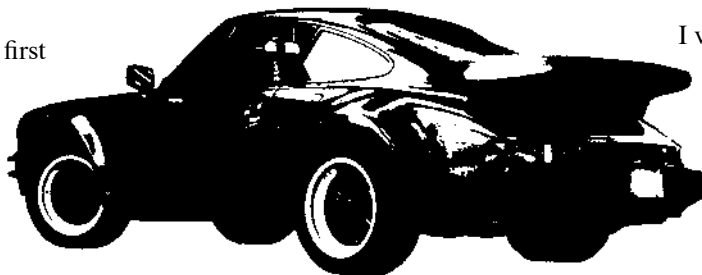
They've never owned a Porsche. The closest they came was in '83, when they bought a '78 Mercedes-Benz 450 SL. My father had been pining for one, for years. This one I found for them. Same year as my SC. Same low mileage. Silver, with the dark blue soft top. I called them up and said, it's now or never. They called it their "SL-ela."

They kept it for about ten years. The standing joke was that they were going to give it to my wife, when they grew tired of it. Or at least sell it to her. But then, one day, my father told me they traded it in, on a Lexus ES. I told them they'd regret it. They did.

My fondest memory is of the '62 Buick LeSabre. We went cross-country in it, my two sisters, my parents and I, New York to LA and back, in five weeks. No air. I got the worst case of chapped lips in recorded history, from sticking my head out the window . . . like a dog . . . and then moistening my lips with my tongue.

Over the course of the trip, I rated my parents' driving. Turns out, so to speak, that my mother was faster. To pass the time, I played chess with my father, using one of those portable sets where you push the pieces into holes. It was the only time, ever, that I sat in the middle, between my two sisters. My usual place was behind my father, natch.

My father drove home for me my first sports car. It was a '64 Triumph TR-4, which I bought from a family friend for \$800, my life savings. I was 17 and couldn't drive a stick. That night I just sat in it, and played the radio.



The next day, he took me out to learn the wonders of British gearboxes and friction points. At one point I lurched it so hard the fuel lines came off the carburetors. I lost half a tank of gas before we realized what that funny smell was coming from.

Then there was the '67 Buick Wildcat. Convertible. My parents let me drive it into New York City, the night of my senior prom, to the Village, to see B.B. King, at the Village Gate. I remember who I took as my date, I remember a second couple, but I don't remember who the third couple was. It was that kind of night.

My parents took me to college in that car.

When my first daughter was born, my parents drove up from Virginia in a Honda Accord. I remember my mother rushing into the hospital, carrying a pair of binoculars. She said you never know how far away from the window they put the babies.

In recent years, my parents had a 3-series BMW wagon. Which was great for trips from Virginia to Florida for the winter, including a ride on the car-train. Except my father totaled it, one morning. Ran into a tree. Don't ask.

So they replaced it with a Cadillac CTS wagon. Which they hated, because of what they claimed, was bad three-quarter rear-view visibility.

A few years ago, I got my father a gift subscription to *Car & Driver* magazine. I took advantage of one of those "renew now and give a new subscription to someone as a gift" deals.

It became a routine, during our weekly telephone conversations . . . what do you think I should replace the Caddy with? I didn't know how to answer. So I turned it around and asked, what do you want?

Toyota Avalon, he said. The perfect appliance, I said. But it takes regular gas, he said.

How about a Hyundai Genesis? Hmm, I said. It may out-Lexus Lexus, the way Lexus out Mercedes'd Mercedes, at least for the money. Does it take regular gas? That's what they bought.

I visited my parents for Thanksgiving, last fall. I drove the Hyundai, and it really wasn't bad. In fact, it really was a lot like a Benz for, what, two thirds the price.

Continued on page 16

NORD STERN FEBRUARY 2014

Ken's Corner . . . A Ferry Tale - Porsche at Le Mans

By Ken Koop, The Yellowstone Region (Old Faithful Newsletter)

Once upon a time, in a land far-far away, a tiny German Auto Manufacturer (actually Austrian at the time, since they were still building their cars at the foot of the Austrian Alps in Gmund) was asked to participate in the world's most prestigious endurance auto race; The 24-Heures Du Mans. It had only been six years since WW II had ended and Ferry Porsche wasn't sure how the French people would accept a German car manufacturer and team at their race. The Le Mans Organizing Committee assured him that everything would be just fine. As it turned out, they were right. The French people adopted the little German team and Porsche's relationship with Le Mans had begun. Their first entry was a diminutive 356 aluminum bodied coupe having 1.1 liters, only 44 HP and a top speed of 95 MPH. Entered in one of the lowest HP classes, Porsche's only goals were of finishing the race and possibly taking a class victory. When the race ended, they had accomplished both of their goals. With Porsche's very first entry, a fire would be lit, and although no one knew it at the time, Le Mans itself would forever be changed.

In Formula 1 racing, Ferrari has been the only auto

manufacturer to have competed in every season since the series has been in existence. To this day, Ferrari is the back-bone of F1 and is held in the highest esteem by Formula 1 because of their longevity and commitment to that series. In contrast, Porsche has become as important if not more important to Le Mans than Ferrari is to F1. Ever since its first entry in 1951, Porsche has had at least one car entered in every Le Mans 24 HR race. Porsche has compiled more overall victories (16) in its 55 years of competition at Le Mans than the next three manufacturers combined. Their class victories (totaling 75), would out pace the next ten automotive competitors combined. Porsche has had more than 740 individual cars that have competed at The Circuit de la Sarthe, which averages almost 14 cars per race. Lastly, there have been years, had it not been for the Porsche entries, the LeMans 24 HR race would not have even taken place. However, the relationship between Porsche and Le Mans has not been all that rosy. In fact, it is more of a love-hate relationship. It seems that the Le Mans organizers love to have Porsche cars attend the races, but they hate to have Porsche win so often.

Continued on page 12



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Ken's Corner

continued from page 11

Even after building many different models of cars for competition at Le Mans (most notably the 550, RSK, RS60, 904, 906, 907, 908 and 910), it still took Porsche nineteen years to achieve their first overall victory (most of the aforementioned cars were never intended to challenge for the overall). In 1970, the mighty 917 finally gave Porsche their long awaited win, with the 917 going on to dominate Le Mans the following year as well. With its 630 HP and speed of over 240 MPH on the Mulsanne Straight (locally known as the Ligne Droite des Hunaudieres), the 917 had come a long way since Porsche's first 356 entry just 19 years earlier. Today, fans regard the 917 as a legend; an icon for a whole generation of powerful racing cars. It was because of its incredible performance and the lack of other cars being able to successfully compete against it, that the ACO quickly mandated engine changes that would eliminate the 917 from competition in 1972. Even though the 917 would not race again, there were still many Porsches that would go on to compete very successfully in the 24 HR classic (914, 924, 934, 935, 936, 944, 956, 961, 962, GT1's and the many derivatives of the 911).

Regulations changed once again in 1976 to allow the new 934's to compete in Group 4 and the Turbo-Charged 935's to compete in the Group 5 classes. The 935's turned out to be fast enough to challenge for overall win, even though they were not intended to do so by the ACO/FIA. With the new changes to the rules, the ACO never imagined that the 935 in the Group 5 silhouette class (based on production cars) would ever have a chance to win Le Mans against the exotic prototypes. But in 1979, the 935 achieved a first at Le Mans; an overall win for a production based car! Porsche at this same time also reentered the newly formed Group 6 prototype class with their 936 open cockpit car. They developed the 936 in total secrecy and surprised everyone when it was entered at Le Mans. The 936 immediately became the car to beat, winning in the 1976, 1977 & 1981 seasons. During 1976 & 1977, Porsche had their most rewarding victories in the company's history with wins in Groups 4, 5 and 6 plus the overall victory at Le Mans.

The regulations changed again in 1982 when the ACO introduced the new Group C closed cockpit cars for competition. Porsche gladly took up the challenge and developed the beautiful 956. In 1983 Porsche finished in nine out of the top ten places at the Le Mans 24 HR race. This prompted Porsche to put out one of its now famous racing posters. With the winning Porsche's picture shown on the poster and listing each of the top 10 finishers (only one not being a Porsche), Porsche made an additional statement by adding the caption "Nobody is Perfect". Although quite appropriate for the occasion, the ACO was not impressed. Once again the ACO felt they had to do something to stop the Porsche juggernaut. They would change the rules to prevent the

956 from competing past the 1985 season. They now required the manufacturers to have the driver's feet positioned behind the front axle for safety purposes, feeling this would once and for all put a halt to Porsche's dominance. In 1986 Porsche simply redesigned the 956 and morphed it into the 962. This caught the Le Mans Organizers totally by surprise. They never thought Porsche would be able to develop a new car quickly enough to compete in the 1986 season. With its now stretched wheel base and the first sports car to be equipped with ground effects, the 962 became even more potent than the 956 it replaced. There wasn't a sports car on the planet that could compete with it and they continued to dominate Le Mans and every sports car race the world over. In 1986, Porsche finished once again with nine out of the top ten places at Le Mans. Over a span of 14 years, the 956 and its 962 stable mate have established themselves as the most successful racing models in the history of international sports car racing. Porsche not only continued winning at Le Mans, but at every other racing circuit. It was during this time that the French coined a now famous phrase, "*Surviving the 24 hours of Le Mans takes a very good car; winning on the other hand, takes a Porsche.*"

While participating in the prototype class, Porsche also built, sold and raced a veritable plethora of 911 derivatives represented by the RSR, Turbo, 961, GT1, GT2 and current GT3 models. They have continued to totally dominate their classes ever since the 911 was first developed and raced in 1963. Porsche also raced with great success the 914, 924 and 944 models as well. In 1996, Porsche decided they wanted to take a new approach and build a prototype race car that more closely resembled their street cars. They felt this would help their marketing department sell more production 911's. Porsche set off to develop their GT1. The new GT1 used the basic engine block shared with the Turbo and GT2 and it also had the same stock front section (using the steel monocoque body shell straight off the production line and then truncating it behind the driver's seat) from the 993-911 Turbo as well. This foundation allowed the car to compete in the recently formed GT1 class. Even though the GT1 was a mid-engine car, it still was recognizable as a 911 and became the foundation for a limited production street car. It not only went on to win its class at Le Mans, but in 1996 every single class in the race was won by a Porsche. No other manufacturer has been able to establish such domination in all classes during a single race. Porsche realized, however, to compete against the top Mercedes, BMW, Ferrari, Peugeot, Nissan, Mazda and the Toyota teams; they needed a truly dedicated sports prototype. The GT1 then evolved into the all carbon fiber GT1 EVO for 1998. The 1998 race season also represented the 50 year anniversary for Porsche building automobiles. Therefore, winning Le Mans would become the top priority for the racing season. Second place would not be good enough for this important anniversary year; unless of course, the first place car was also a Porsche. The Porsche Werks (Factory) team delivered just that, a one-two overall

win against the other formidable competitors at Le Mans and a perfect way to celebrate its first 50 years.

Speculation for the future has it that the RS Spyder will race at Le Mans in 2007. Although competing in the LMP2 category (not the fastest class), the Spyder still has a great chance for another class and who knows, possibly an overall victory. Based on Porsche's history at Le Mans, the competition should be keeping one eye focused on their rear-view mirror this coming June!

Since its first race in 1951, Porsche is the only sports car manufacturer that has consistently supplied competitive racing cars for private teams to purchase and race. Porsche is now the most successful auto manufacturer in international motorsports and they build more racing cars than any other brand as the world's smallest independent volume producer. Generally, if there was a class that a Porsche competed in, the chances were pretty good that they would finish in the winners circle. The very same goes for today's cars. In at least two of the years that Porsche competed in all of the available classes, they went on to win five out of those five classes (a feat unmatched by any other manufacturer). Also over a consecutive 24 year period of time at Le Mans, Porsche has won the overall 16 times. Porsche is the only car manufacturer that will build and sell its race cars to a private team and then have them compete not only against other privately owned Porsches but against the Porsche Factory

team as well. Winning the overall at Le Mans is generally dominated by the large, well funded Factory teams; with one exception--Porsche. There have been numerous private teams who have won the overall in a Porsche and because of this no other manufacturer can claim so many non-Werks Team victories. This is due primarily to the reliability, toughness and competitiveness of the race cars that they build. Porsche takes the phrase "to finish first, first you must finish" very seriously. They produce cars that are tough enough to withstand the rigors of endurance racing. This not only applies to their race cars but also to their production cars, since 911 race cars are born on the very same assembly line as their street cars cousins. The quality, reliability and performance that is built into every Porsche sets them apart from every other sports car manufacturer.

So why is Porsche so committed to racing at Le Mans? Simply because they enjoy it so much! Being the most prestigious sports car race in the world, Le Mans and Porsche will remain inexorably linked. Porsche needs a world class showcase for their cars to perform and excel in. Le Mans on the other hand, wants Porsche race cars to help fill their field and they also need the throngs of Porsche fans to fill the stands. They may not love each other, but even after all these years, they still need each other.



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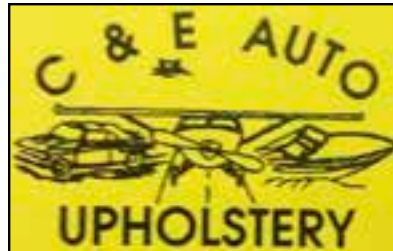
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Badler Column

continued from page 10

But the real joy came when I programmed the in-car Nav to get to my sister's house for Thanksgiving Dinner . . . the house is some seven miles away and, really, over a route that's not that complicated. But so be it.

We tested the Nav, Thanksgiving Day, and it worked.

Let me put this into perspective; my father's an electronics engineer. To this day, he can explain to you how a computer works. Or a television. He used to argue how Plasma technology is inherently much superior to LCD. And so was Betamax. Around when I was born, he worked on the development of the LP record.

But, as I was programming the Nav, he was gently pushing toward me the never-opened, inch-thick, Nav manual, which I simply ignored.

But my real mitzvah was programming the Nav to get . . . home. To quote my mother, "Now we won't get lost again!"

Yikes. So many memories. So many drives to look forward to.



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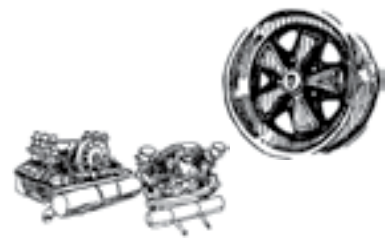
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Dog Eats Car . . .

Courtesy PCA National Newsletter Editor

At the annual Kansas City Region Changing of the Guard dinner held last January, members who had served in elected or staff positions for the previous year were recognized for their contribution, and presented with a brand new Porsche. No, unfortunately not a real one, but a 1/24th scale model 911 Targa made of Panache chocolate. Solid chocolate.

Being an unrepentant chocolate addict, this was about as good as it gets. However, the chocolate Porsche was too nice a trophy to just eat immediately, if at all. The Targa was produced down to the last detail - body joints, roll bar, the works. It would have to be admired first, at least until it started to turn white like all good quality chocolate does with time - then devoured.

When we got home after the evening, the chocolate Targa was placed, still in its Panache bag, on our high kitchen counter until such time as a proper holding location could be determined. There it remained unmolested for over a week.

Now, we have a dog. Sadie is a mixed breed, medium size former pound puppy weighing in at around 33 pounds, now about 7 years old. She is really not big enough to reach the upper counter even if she wanted to. Food is not that big a thing for her anyway. She often leaves significant portions of her dry dog food meals in the bowl for later (a least until our ancient, decrepit, blind cat shows some interest, then it becomes very important. Not to eat necessarily, at least to guard).

Sadie has a friend, Sitka, that we care for during the day while her owners, who live down the block, go to work, school, etc. during the day. Sitka is about the same age, a bit taller than Sadie, and outweighs her by a good 20 pounds. The two dogs pal around all day spending time in the house and outside in the kennel (termed the 'Dog Palace' by the neighbors), wrestling, and doing all kinds of other dog stuff. These are the same two dogs that totaled my daily driver Honda Civic last year, but that's another story.

Food is THE thing in Sitka's life. If she can reach it, she'll eat it. You can probably see where this story is going.

I work at home in a separate structure from the house. My wife, Jan, had departed for some shopping leaving the dogs in the house as it was somewhat cool outside for kennel time. This is not an unusual situation, especially in the winter. As time has passed and the dogs gotten older, sleeping has gotten to be a major daytime activity. Anyway, we typically put all the edibles up out of reach. By this time the Targa had been sitting on the high counter for quite some time, unnoticed and untouched.

About 10 in the morning, I was on my way through the house to get something when I noticed a bag under the living room coffee table. It was the Panache bag. No Porsche. Both dogs watched me from their sleeping spots with tails thumping. No response to my demands for the Targa's whereabouts. I

followed a trail of wrapping paper and ribbon to a spot on the hardwood floor where Sitka likes to take her treats. There was a faint brown spot there. I returned to the dogs, still very pleased with themselves, and pried Sadie's mouth open. No signs of chocolate. Sitka was another story. Chocolate all over her teeth and even on the end of her nose.

Having always heard that chocolate was not good for dogs and could do serious harm, I went to the internet and Googled dogs + chocolate. Talktothetvet.com had the information. Chocolate contains a chemical related to caffeine that is toxic to dogs in high enough quantities. Milk chocolate is the least offensive, bakers chocolate the worst. To reach toxic levels, 1 ounce of milk chocolate per pound of dog is required. Bakers chocolate is nearly 10 times worse, 1 ounce to 9 pounds of dog. It appeared that the Targa was milk chocolate. A hunk of scale Porsche that big could weigh as much as 2-1/2 to 3 pounds - 40 to 48 ounces. Sitka looked like she weighed somewhere around 50 pounds, and she had apparently eaten the entire thing. She was right at the poisoning borderline.

Further down in the talktothetvet.com info was a recommendation to inducing vomiting within 1 to 2 hours if the quantity or type of chocolate ingested was unknown. So off to the drugstore to get some Ipecac for inducing vomiting. After a brief discussion with the pharmacist, who did a good job of not laughing, I headed back to get into the real fun. Sitka eagerly lapped up the small child dose of Ipecac mixed with some sugar water. After sniffing up the front yard, whizzing, and other general dog things for 15 minutes with nothing happening, she got another dose as directed on the bottle. I knew she had an iron plated stomach from what I had seen her eat in the past, but to withstand this for that duration of time was truly amazing. I have witnessed what Ipecac will do to people. About 5 minutes into round 2, she abruptly stopped, looked up at me with a 'What did you do to me?' expression, and proceeded to deposit a 2 foot diameter pool of chocolate brown viscous liquid on the front yard lawn. She spent the rest of the afternoon in the kennel barfing up her socks. I checked on her every 15 minutes or so the rest of the day and except for the occasional 'woofing' appeared to be doing just fine.

After 5 o'clock she was delivered back home to her family as scheduled with a printout of the chocolate overdose treatment instructions, a general explanation of the day's milestones, and a warning that she may not have completed getting rid of her stomach contents yet. The report next day was that she had kept her dinner down and was apparently tired from all the activity and slept through the night just fine. Tragedy averted, except for the lose of a really nice chocolate Porsche. On the bright side, at least the temptation for me to eat it was now gone.





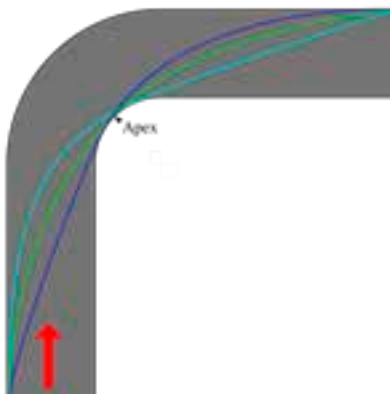
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6. Why will Nord Stern members be excited to do business with you?

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

That's easy . . . it's the annual Club Race at Brainerd International.

8. My favorite PCA event is . . . ?

Receiving Panorama every month. It's a great publication.

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

In the early 80's, we owned an agricultural custom application business. We hauled manure and applied it to farmers' fields! Our Terra Gator had a 903 cubic inch Cummins turbo diesel and a 12-speed Road Ranger non- synchro transmission! Serious power.

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

On my mountain bike, at the cabin up in Brainerd on Gull Lake or at the track!

Editor's Note: Doug and his wife, Susan, joined Nord Stern at the same time Bruce and I did back in 1990. While not as active on the track in Driver Ed and Club Racing as in the 1990's (it's called having kids!), they both have been supportive, long-time members who now attend the annual Fall Color Tour with us. We are so glad to have them 'back'! Doug is truly a car guy and is as passionate about Porsches as ever. I love listening to him tell stories of the various adventures he's had over the years in numerous different cars (of the P and non-P variety) he's owned and driven.



Above, Left to right: Brian, Susan, Doug, Edward and Mary Grace Arndt all together in one place!



Volunteer for 'Escape to Rushmore 2015' . . .

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While it may seem as if Escape 2015 is a long way off, the planning behind the scenes is in full throttle and progressing well. Contracts have been signed with Rapid City Civic Center, the Holiday Inn, Adoba Eco, Crazy Horse Monument and Latchstring Inn. Pricing is being worked out with the emphasis on keeping registration as low as possible! Individuals are stepping forward to manage various aspects of running an event of this nature and size (registration, website, etc). The logo is in the approval process so watch for that soon!

Drives and activities are being planned, a very limited Goodie Store will be augmented with online purchasing options - a great way to limit stocking inventory! The logistics of registration at the Holiday Inn are also in the works.

All in all, the planning is way ahead of other Escapes! Next up is looking for sponsorship contacts and here's where the connections within Nord Stern need to be pursued! Don't be shy, volunteer! Watch your newsletter for ongoing info and news for what will be the BEST PCA Escape ever!



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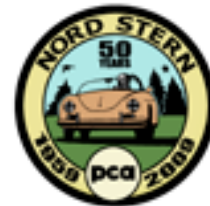


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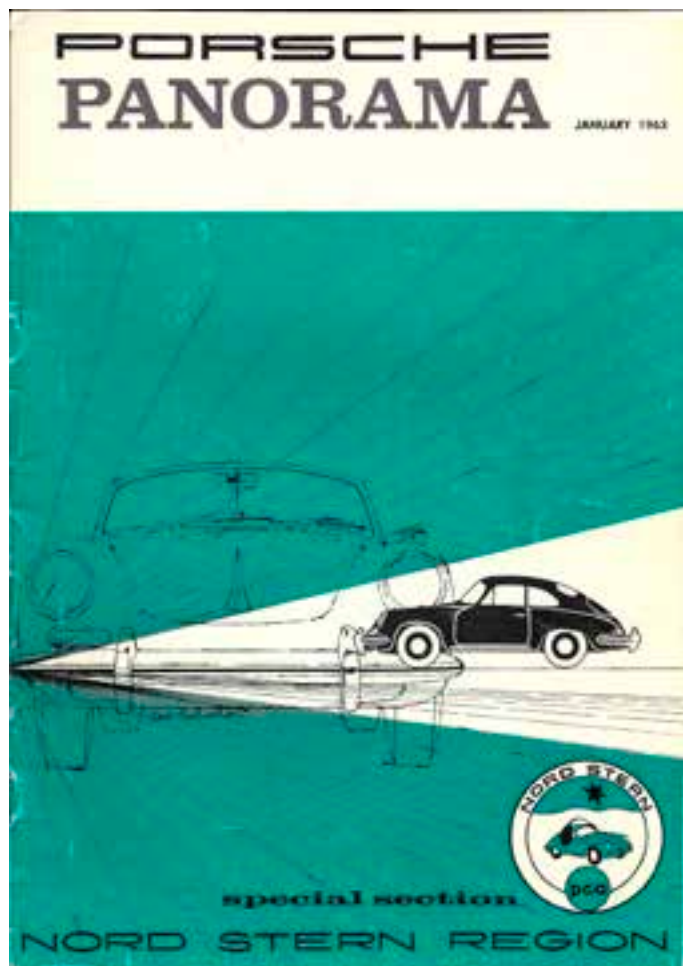


October 1988

This issue is quite small but it contains a 24 page insert which is a copy of a January 1963 Panorama issue which featured Nord Stern. Now over 50, the Panorama issue features a special section on our club which was already five years old at the time.

– Ron Faust

- **Hank Godfredson** says happy birthday to Nord Stern as he introduces this 1963 Panorama insert. Our Club was 30 years old. He cites October 21, 1958 as the founding date of Nord Stern. **Bill Woolery** chaired that first organizational meeting. Hank lists racing activities of **Tom Countryman** and many other early Nord Stern hot shoes. That part of Nord Stern hasn't changed much in 55 years.



January 1963 Panorama cover signed by Hank Godfredson under the bumper

- Hank actually designed the cover of the 1963 Panorama issue. Nord Stern initially extended from upper Michigan through Wisconsin and into both Dakotas.
- The 1963 Panorama included eight and a half pages on Nord Stern. Notes from the insert:

Panorama, January 1963

- **Jean Oswald** and **Bob Schoening** contribute an early history of Nord Stern. The name had been selected in a contest won by **John Peterson**, who was also responsible for the regional badge design, although **Gordon Oswald** completed the artwork. Regional property included an electric typewriter! (editor's note, oh my, that would have been a prized possession in 1988 believe it or not)
- The first officers were **Earl DeLaittre, President; Bill Woolery, Vice-President; Wiggy Woolery, Secretary;** and **Henry Reil, Treasurer.**
- Nord Stern initially extended from upper Michigan through Wisconsin and into both Dakotas. Active SCCA racers



Otto and Marianne Winzen with Nord Stern President Gordon Oswald. Otto was a graduate of the Nurburgring drivers' school.

included Otto Winzen, Larry Salzman, Gil Horton, Mark Wells and Dr. Alex Ratelle and Tom Countryman.

The Scans Continue

- In addition to track racing and the SCCA National Rally Program, activities included a dirt hill-climb in Duluth as well as gymkhanas.



Why is the guy in the suit scowling in this unidentified photo?



Above, Although not a factory option, a "lautsprecher" modification has been added to this 356.

- An annual Apple River float and picnic was described as "famous".
- The 1961 "Woolery Memorial Rally" was a two day affair passing through MN and WI towns with such interesting names as Bombay, Genoa, Potsdam, Modena and Stockholm.
- The 1962 rally ended with a concourse on the lawn of the Hemp Antique Vehicle Museum near Rochester, now long gone. Google lists one in St. Louis with a modern building. E-bay offers a number of post cards and ash trays from the one in Rochester. (editor's note: Really, 'Hemp'??? I assume that was someone's last name)



NORD STERN President Gordon Oswald's Normal Cabriolet at gymkhana.

The Scans Continue

Continued from page 23

Right, Wiggy Woolery on the left stayed involved in the Porsche scene after her husband's death in 1961



TOM COUNTERMAN'S Carrera Speedster finishing 'Road America.' Below: 1200 Coupe.



BILL WOOLERY MARSHAL TRIGHT presented to Carl Stern by Wiggy Woolery and Nick.



Nord Stern Monthly Business Meeting Schedule

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

All members are invited and encouraged to attend the meetings. Attendees do not have to currently be a chair, or eventmaster or Board of Director. Be a part of a dynamic, fun and interesting organization and group of people. Whether you are motivated to be involved and volunteer or are just interested in learning about the workings of the club, it's officers and members, the club absolutely encourages you as a dues-paying member, to attend and join in the fun. Despite the word 'business' they are fun!

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

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

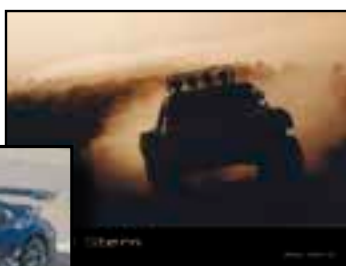
So here's the scoop:

- **Social: 6:30 - 7 p.m.** Our meeting room includes food and beverage service. Order off the menu and catch a bite for dinner or simply enjoy a beverage of your choice - the food is great and the prices very reasonable.
- **Meeting: 7 - 8:30 p.m.** Long-winded we are not! February 11, March 11, April 8
May, optional with meetings resuming in the fall.



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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

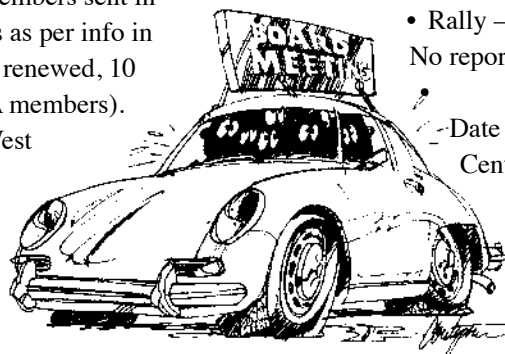


Nord Stern January 14, '14 Business Meeting Minutes

by Betsey Porter, Secretary

President Dave Anderson called the meeting to order at 7:01 p.m. and welcomed all attendees to 2014! Dave reported that all chair positions have been filled.

- Treasurer – Jeff Bluhm
No report
- Social Committee, Bret Bailey reporting
As of today, only 40 commitments so far for the Holiday Party; deadline is Jan 18th to get food order in. Dave will send out an email blast. Ron Johnson will create agenda. Betsey P. will work on table decorations
- Advertising – Jill Daneu
Website has been updated with current advertisers. Still working on the survey with Michele Johnson, Michele handed out draft of survey which includes 10 questions and requested feedback, will tweak some of the questions to better reflect info membership is looking to gather. Preview email will go out on PCA e-blast, an announcement at Holiday party about the survey itself, it will actually be sent in early February. Ed V. has two potential advertisers he will send to Jill for followup.
- Newsletter – Christie Boeder
February issue set to go to printer on Monday, January 20
- Webmaster – Mark Kedrowski
No report
- Membership – Ed Vazquez
Checks are rolling in! Six Life Members sent in checks (to defray newsletter costs as per info in January issue). 69 members have renewed, 10 new members (8 are already PCA members). New member meetings are set. West side – Location TBA as Imola Motorsports location now is no longer available due to it moving out of it's current space. East side – at Auto Edge on Saturday, April 12 at 10 a.m. with possible tech session following. Email blast will be sent out 2-3 weeks ahead
- Met Council – Bob Kosky
89 people came to holiday party. 1-10-15 is already booked at Old Chicago! An autocross is scheduled for June at Dakota County.
- Autocross & Time Trial – Harvey Robideau
No report



- Charity – Keith Jones
2013's donations slightly beat 2012's
- Insurance – Michele Deml Johnson
Nothing to report
- Club Race – Doug Anderson
No report
- Driver Education – Steve Meydell
All eventmasters are set except for Last Fling
- Track Relations – Jim Bahner
Will try to reschedule First Fling so as not to conflict with Cota(?). Will try for April 25-27 (**breaking news flash:** New dates for First Fling Driver Training and Driver Education are now set for April 25, 26 and 27 so mark your calendars accordingly). Otherwise all contracts are set
- Driver Education Registrar – Dave Anderson
After discussion among attendees it was decided that we will increase corner workers rate for 2014
- Driver's Training – Ron Johnson
Nothing to report
- Shop Relations – Keith Fritze
Swap Meet scheduled for March 22 at Porsche of Mpls, 8-12pm. Trying to get some 2014 cars to show but models availability an issue. Will also try to have a tech session or two in Spring at Imola and Auto Edge
- Touring & Drives – Mike Lancial & Randy Walker
No report
 - Rally – Lon Tusler
No report
 - Concours /Porsche Show – Phil Saari
Date set for June 29, 10 a.m. to 1 p.m. at Roseville Central Park as a part of the annual Rosefest activities. Same location. More details TBD
 - Fall Color Tour – John & Suzanne Dixon
John has asked for feedback on taking the group to Canada this year and will pursue a lunch destination accordingly. Because of the size of our group our lunching options are limited!
- Safety – Paul Ingebritson
Nothing to report
- PCA Zone 10 Rep – Kim Fritze
New PCA website is up for testing internally. A new Driver Education logo is out for members to vote on and will be available for use by clubs in promoting their DE events.

Continued on page 27

NORD STERN FEBRUARY 2014

National is interviewing for a new DE chair to replace retiring Pete Trempler.

- Old business
2015 Escape making progress. Logo has not been approved as yet. Working on putting together a schedule of activities. Dave Anderson will try and get a 'book' of everything that has been from Arlyss
- New Business
Facebook – how can we utilize it more? We have 350+ members on the Nord Stern FB page. Available for posting pics and event info. Several members are admins and when approving requests to join, we do check the individual's FB so as to somewhat monitor participants. Many are non-PCA or Nord Stern affiliated individuals but all seem to have a common interest in Porsches or the automotive world. There have been a few that were rejected or removed for various reasons.

Meeting adjourned 8:31 p.m., respectfully submitted,
Betsey Porter, Secretary



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Driver's Education Insurance Article from PCA

Courtesy PCA National Newsletter Editor

Editor's Note: As I work on this issue in the middle of January thinking about snow, skiing and staying warm it is of course also true our driving season is not all that far away with the first DT/DE scheduled May 2, 3, 4 up at our home track of Brainerd International Raceway. One issue that comes up each year has to do with insurance coverage and I figure it's NOT to early to rerun an article put together by PCA for region newsletters on just this topic. It includes current information and advice for members choosing to take their cars on a track. And with Nord Stern being one of PCA's clubs with a healthy track participation, the info bears repeating.

Am I Covered While Driving On-Track?

Each year Porsche Club of America Regions organize many high-performance driver's education events. Over the years PCA has earned a tremendous reputation for putting on educational, safe, and structured events. These events target what PCA members are most passionate about – appreciating the fine automobiles they own in a way that just can't be recognized in daily street driving.

For many years PCA driving enthusiasts had a sense of comfort knowing that their standard auto policies covered them while participating in PCA Driver's Education events. Most policies had language that only excluded coverage while participating in "timed or competition events." Since PCA DEs are educational in nature and untimed, most insurers would pay for damages incurred at these events. Incidents causing damage to vehicles at PCA DEs are rare, but when they do happen the damage can be significant.

Around the 2003-2004 timeframe, it seems that many insurance underwriters recognized the additional exposure presented by individuals involved in DEs and modified their exclusions section accordingly. At the beginning, a few

companies implemented new language to exclude coverage "on a surface used for racing", "in a performance driving event", or even worse "at a racetrack facility." Since the initial rollout of the exclusions, it seems that the majority of auto insurers have followed suit with these restrictive exclusions for individuals involved in DEs.

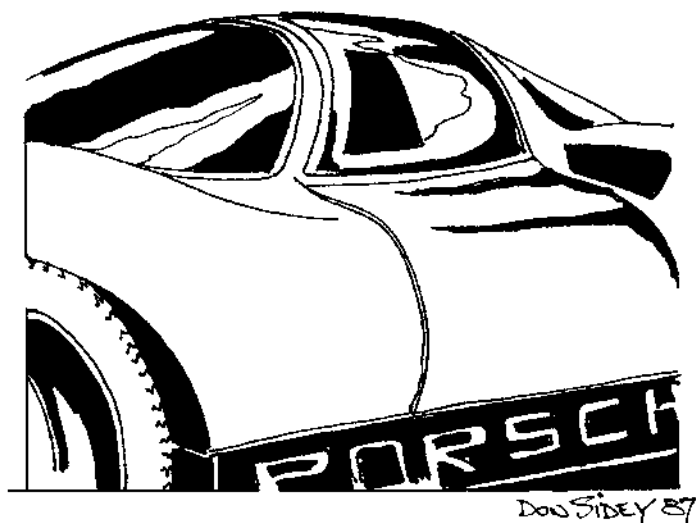
Many PCA DE enthusiast members have researched this topic in the past, prior to 2003, and believe that they are still covered while driving in events. Enthusiasts must understand that insurers do have the ability to change policy terms at each policy renewal. The typical policy holder receives their renewal, looks at the bill, and sends a check to renew their policy. In the pages following that bill, insurers include a coverage update that details any policy changes. Unfortunately these changes often go unnoticed by insurance consumers.

For individuals involved in DEs, it is very important to review your policy before you go to your next track event. Many insurance consumers don't file their current policies, but insurance agents will always send a copy of the current policy upon request. A quick review of the exclusions section of the policy typically reveals any language targeted at eliminating coverage while participating in events held at racetracks. Enthusiasts' vehicles are often the most treasured property they own, so it is important that they do their research and understand whether coverage is included under their standard policy while participating in DE events.

DE Participants that do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available. PCA has partnered with Lockton Affinity, the administrator of the HPDE Insurance Program. The PCA – HPDE Insurance Program offers single-event physical damage insurance at a very affordable rate. The premiums are based on value, and the average premium for our members is \$205 per event. When applying, PCA members can enter their member number to receive a 10% discount on their premium!

Do not assume that you still have coverage while participating in DEs based off of research or questions asked to your agent years ago. Before your next event, check your policy and go to that event knowing whether you will or will not be covered in the case of an unfortunate incident that causes damage to one of your most prized possessions. If your research shows that you do not have coverage, consider getting supplemental through the PCA – HPDE Insurance Program:

<http://pcahpdeins.locktonaffinity.com>



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Porsche 'Odds and Bits or Bits and Odds'

Nord Stern member Mark Pladson has a Morgan that he vintage races with great joy. It's been fun to hear him report back on his adventures (and I've included a few pics in past issues). Just received an email from him reporting that "Last weekend I received the 2013 Out of Area Outstanding



Member award from the So Cal Morgan +4 Club." Congratulations to Mark on his recent award and recognition. Love hearing what Nord Stern members are doing and accomplishing in other arenas.



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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.

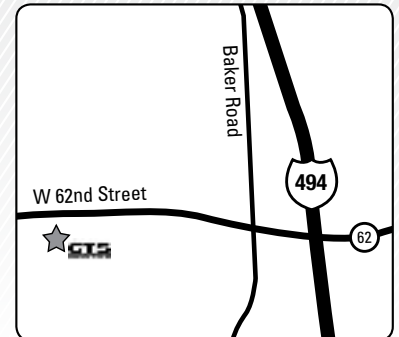
I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

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Tech Quiz Fun Returns: 2012 Parade Early 911 Q & A

Courtesy PCA Newsletter Editor

1. In 2011 the PCA National Office moved from Springfield, Virginia to a new facility in _____.
 - a. Columbia, Missouri
 - b. Columbia, Maryland
 - c. Columbus, Ohio
 - d. Manny Alban's garage
2. Porsche Parade is not trademarked in the US Patent Office?
 - a. True
 - b. False
3. The name for Porsche's new compact SUV is Macan which in Indonesian means tiger.
 - a. True
 - b. False
4. Which PCA Region has hosted or co-hosted the most Parades at 5?
 - a. Potomac
 - b. Rocky Mountain
 - c. San Diego
 - d. Gold Coast
5. Hospitality Tents also known as Porschecorral's are a member benefit provided by PCNA, IMSA and PCA at American LeMans Series and GRAND AM races.
 - a. True
 - b. False
6. Special Interest Groups also known as Registers allow members with specific model Porsches to focus on the special aspects of these cars. Which of the following is not a Register.
 - a. GT2/3/Cup
 - b. 912/912E
 - c. 911S 1969 – 1973
 - d. 911 Speedster
7. The hybrid concept was not new to Porsche in 2010. In what year did Ferdinand Porsche develop the Lohner-Porsche "Mixte" with wheelhub electric motors and a spark-ignition engine?
 - a. 1960
 - b. 1949
 - c. 1902
 - d. 1900
8. The first Porsche advertisement appeared in 1950
 - a. True
 - b. False
9. In 1997 Porsche continued the supercar lineage of the 959 with the 544hp carbon fiber, DM 1.5M, 911 GT1. How many units did Porsche produce?
 - a. 1000
 - b. 100
 - c. 20
 - d. 5
10. Porsche's customer magazine, Christophorus, is named for the patron saint of travelers.
 - a. True
 - b. False
11. The unique 935/78 better known as "Moby Dick" the final expression of the factory 935's was in effect a tubeframe racer only retaining the upper portion of the 911 body shell. "Moby Dick" was also unique in that it was the virtually the only factory production based race car with right hand drive.
 - a. True
 - b. False
12. Virginia International Raceway (VIR) was the venue of the first International Motor Sports (IMSA) GT series race in April 1971. The overall victory went to _____.
 - a. Peter Gregg/ Hurley Haywood 911ST
 - b. Bruce Jennings/Bob Tullius 911
 - c. Peter Gregg/Hurley Haywood 914/6 GT
 - d. Steve Behr/Ralph Meaney 914/6 GT
13. 904 bodies were made from BASF Palatal plastic by an injection process at _____.
 - a. the Heinkel aircraft factory
 - b. Weidenhausen in Frankfurt
 - c. Monogram
 - d. Drauz
14. Roger Penske ordered 15 Carrera RS's in 1973 for his made for TV International Race of Champions?
 - a. True
 - b. False
15. In 1956 a variant of the Type 678 aircraft engine, the Type 702 was used in a one man helicopter.
 - a. True
 - b. False
16. A joint development of Porsche and Mann+Kummel Group produced _____ a multi-chamber module to transfer acoustics pulses from the 991 air intake to the steel bulkhead at the rear of the passenger compartment.
 - a. Symphony
 - b. Symposer
 - c. Acousticer
 - d. Boom box

Continued on page 34

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17. The 2012 991 Porsche Torque Vectoring system helps to limit oversteer by applying braking force to the inside rear wheel in a curve, adding more torque to the outside rear wheel.

- a. True
- b. False

18. A major 911 clutch design change occurred in 1970 with the introduction of the " _____ " clutch.

- a. pull
- b. push
- c. puck
- d. exploding

19. What is the correct order of production for lightweight 911 wheels?

- a. Mahle cast-magnesium, Fuchs forged-aluminum, ATS cast-aluminum
- b. Fuchs forged-aluminum, Mahle cast-magnesium, ATS cast-aluminum
- c. Fuchs forged-aluminum, ATS cast-aluminum, Mahle cast-magnesium,
- d. ATS cast-aluminum, Fuchs forged-aluminum, Mahle cast-magnesium,

20. In early 1972 an evolution of the 914 appeared. With a 2.4L 911S engine, 911S brakes and a fixed Targa top the total production of 30 916's were quickly snapped up by the Porsche family and "friends".

- a. True
- b. False

21. In 1976, the 912E was available in both coupe and targa body styles.

- a. True
- b. False

22. Bump steer is the change in the toe setting at the wheels as the car is moved up and down on it's suspension. Bump steer can happen in either the front or rear suspension.

- a. True
- b. False

23. At the end of 1967, Porsche built 23 911's for racing designated the 911R. These Spartan 911's had which of the following modifications.

- a. a 210 HP Carrera 6 type engine
- b. plexiglass side windows
- c. fiberglass bodywork
- d. All of the above

24. The 944 Turbo was the first Porsche model to produce the same horsepower and road performance with or without a catalytic converter?

- a. True
- b. False

25. The 250,000th Porsche 911 was built in 1987.

- a. True
- b. False

26. What year saw the most PCA Regions chartered?

- a. 1959
- b. 1960
- c. 1961
- d. Both b and c

27. The 991 has an increase in wheelbase of _____ inches over the departing 997.

- a. 4.08
- b. 9.50
- c. 3.93
- d. Zero

28. Excellence in the Parade Concours Restoration Group is recognized by Levels of Achievement Awards. The Zuffenhausen award recognizes the highest point total?

- a. True
- b. False

29. The 1961 RS61 was four inches longer to accept the 6-cylinder 1.5-liter F1 engine?

- a. True
- b. False

30. Dr. Ferry Porsche attended his first Porsche Parade at _____ in _____?

- a. Monterey 1962
- b. Aspen 1960
- c. Chicago 1964
- d. None of the above

Editor's Note: PCA has released copies of prior Parade Tech Quiz questions and answers for editors to share and challenge members on THEIR tech knowledge. The questions cover the various Porsche models, history, etc. I plan on including 30 questions in upcoming issues in a very random sequence. Also, the source for each Q&A is included but I won't include them but if any members questions where a question/answer came from, I can look that up. Otherwise, it's just not convenient for reprinting, at least at this point in time!

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9'6Z	J'4I
28.F	a'3I
27.C	c'2I
26.b	J'1I
25.T	J'0I
24.T	c'9
23.D	J'8
22.T	P'7
21.F	c'6
20.F	J'5
19.b	b'4
18.I	J'3
17.F	J'2
16.I	q'1

Pictorial Recap of 2013 Fall Color Tour Fun Continues

by Jill Daneu



Above, left to right: Jayne and Rudy Mueller (and pooch!), a bit of glamour - Cid Holton and Laura Catania at the Friday Night Social; Stephanie Cree and dad Mark join Ed Vazquez for an evening of smiles!



Above, left to right: The parking lot in Grand Marais - our stop for a little sight seeings or shopping; Laura Catania, Bret Bailey and Michele Johnson at the Friday Night Social; Bruce Boeder joins Darlane and Don Miller for a fun evening socializing Friday.



Above, left to right: Lara Dunt and Cathy Caboury; Cheryl and Greg Adams with Chris Rogers enjoying the Friday Night Social appetizer array; Greg Adams, Chris Harris, Riley Rogers find the appropriate beverages for the evening



Above, left to right: Elizabeth and Rob Welch; Ron Johnson, Jill Daneu with John Dixon about to welcome attendees to FCT at the Friday Night Social; Christie and Bruce Boeder with Kim and Keith Fritze at Pidgeon Falls enjoying a lovely fall day

Pictorial Recap of 2013 Fall Color Tour Fun Continues

by Jill Daneu



A Few More Car Stories . . .

by Mike Tietel

I have a 1996 C4. My kids loved riding in the back before they got too big to sit back there. I still smile when I think of the state trooper who was planning to ticket me in the sane lane on I-394 coming out of downtown Minneapolis. As he pulled alongside, my 6-year-old son's blond head peered out of the back window foiling his plans. He smiled and gave a thumbs-up, though. I wouldn't hesitate taking the car across country. These cars are more reliable than most and certainly more robust than anything. They like to be out and getting some exercise. You (Rich Iwen, see January 2014 *Nord Stern*!) have a C4. You don't have to put it away for the winter. Mine is my only car. I have an extra set of wheels with snow tires. It's the most fun winter car I've ever had. (editor's note: exactly what the Boeder's do with their 964, great winter car!)

Here are a couple more "family car" stories. Before the C4, I had an '87 Targa. Being a pre-airbag car, it was possible to put a child seat in the front. As a coincidence, our child seat was the same color as the car, fit in the front perfectly, and had a similar outline to the 911 seats of the time. Of course, that

elicited lots of questions from other parents. The kids used to beg to be taken to pre-school with the top off and take the "fun road". I was always happy to oblige. Both kids had the same teacher and when the second kid went off to kindergarten, the teacher was sad that she would no longer hear them say, "Can you pick me up today? I like the go fast car better!" I think part of the reason was because, being in the front seat, they could see out better. The school was a nature-based pre-school and each fall day my son would announce to the teacher the number of dead possums he saw on the road on the way to school.

At the time, my winter car was an A6 2.7T. The kids were reaching the age where we had a lot of stuff in the garage and having one of my cars just sitting there taking up space wasn't working. Almost to the day ten years ago my wife sheepishly asked, "I never want you to give up your car, but is there one you can drive year round?" I thought for a moment and said, "Well, there is the Carrera 4 . . ." Now, December isn't the greatest time to be looking for a used 911, but we found one in Omaha, bought it, and ended up driving it back to the twin cities in January. And no, my wife does not have a sister . . .!

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.

Wanted for 1971 911 project

Chrome trim next to the door windows (on outside) - both sides, chrome trim under the rear quarter windows - both sides, three prong Fuchs center caps - any condition, any other exterior/interior chrome pieces that will be likely better than I have now. Phil Saari, 651-260-5665 or ps356er@yahoo.com

996 '03 spec to '05

Motor rebuilt by Autometrics, Transmission rebuilt by autometrics, time on both approx 40 hrs, Car won 2012 PCA GTC3 national



points race: 1st in class 2013 Sebring: 1st in class 2013 Road America. Asking \$60,000. Jerry Greene, email: jgmotorsports@msn.com.

2004 Porsche 911 C4S

56,100 Miles, unique slate blue exterior with black

leather interior All the usual extras: sunroof, 6 speed manual, heated seats, etc Engine rebuilt and clutch installed by Courtney Truck Service at 51,000 miles as the result of IMS failure. New Michelin Pilot Sports installed at 55,000 miles. Stored and not driven in winter. Price: \$37,500. Tons of photos available. Located in the western suburbs. Offered to NS members first before posting on other websites Contact Tom Judd 612-554-6381 or email to tjudd@fredlaw.com.



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.

For Sale

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 Repco 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.

Porsche Approved Winter Wheel and Tire Package

A boxster is a great winter car! Four Factory 5-spoke wheels with Pirelli Sottozero tires. Size 235/40 R18 NI. Load Rating: 91V. Used for one Season. Can email photos. \$1,000. Contact Paul Zollinger, 651.336.8677, or paulzollinger@me.com.

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.



Left, line up of black/white at this past summer's 901-O-Rama held at Marine-at-St. Croix. Such beautiful lines!

Photo by Michael Grabner



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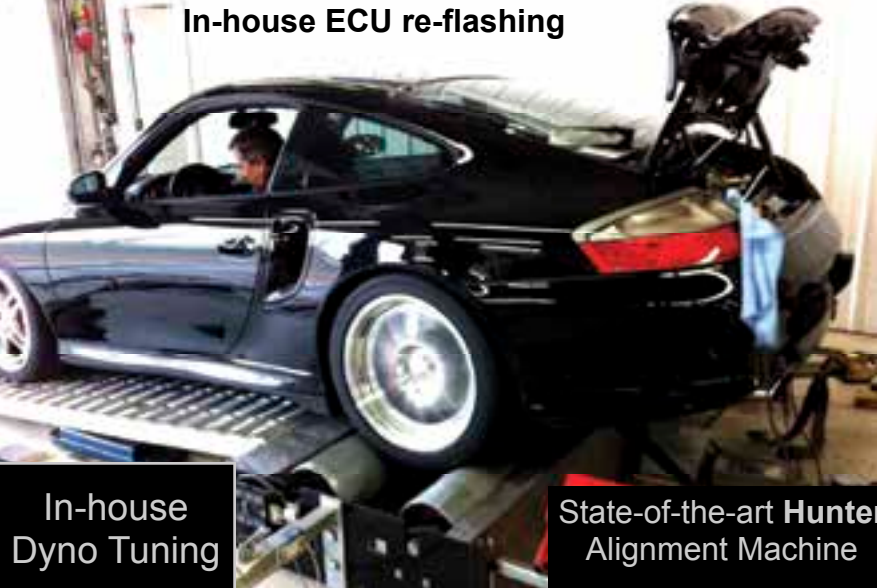
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