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March 2014



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<http://www.nordstern.org>



Cover Photo, by Ron Faust from 'Porsche by Design, Seducing Speed'

1960 RS60 Spyder: Lipstick red steering wheel matches red interior in this restoration. Only 16 were produced.

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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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Nord Stern membership Options
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inquiries or updates***

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The Prez Sez . . .

by Dave Anderson

According to meteorological folks the beginning of Spring occurs on the first day of March. Really? If we use this winter as a guide of things to come, I'm not so sure we'll escape March unscathed. Around these parts March usually means basketball and hockey state tournaments, Spring blizzards and an average snowfall of 10 inches. On the other hand we can look forward to temperatures in the 30's and 40's *above* zero.

As a car club we tend to focus on warm weather and March tends to tickle our fancies as we eye our Porsches parked in garage stalls or in my case, my snow-locked trailer. I've shoveled out a path to the trailer more than a couple of times to check on the 944 and the battery maintainer, anxious to get the opportunity to get the car out and start preparations for First Fling. I always enjoy burning off that first tank of fuel that I stored the car with and work out arthritic-like kinks that always seem to creep into the car because it sat for 6 months.

This time of the year is also a transition and preparation period within Nord Stern. The Holiday Party was well

attended given the weather conditions and we've transitioned new officers, committee chairs and other volunteers in preparation for 2014 activities. Many of you have responded to the survey that was sent to both members and non-members in our region. Thanks to those that have responded. Thanks also to **Jill Daneu** and **Michele Deml Johnson** for their efforts in creating the survey. We're still compiling responses that we'll use to tweak existing Club activities as well as make plans for potential future ones. We'll publish summary results as soon as we get them compiled.

The coming of Spring means it is once again time for the annual New Member Social meetings. This year's meetings will be held on Sunday, April 6 from 1-3 p.m. at the Chanhassen AutoMotorPlex and Saturday, April 12 from 10 a.m. to 1 p.m. at Auto Edge. Ed Vazquez (membership@nordstern.org) has been busy planning these events for both new and existing members. All members are encouraged to attend! I'll be there to welcome new members and Ed would like to have as many committee

chairs and members in attendance as well. Hope you can find time in your schedule to attend one, or both, of the socials.

If you're planning on attending the First Fling Driver Education/Driver Training please make note that the date has changed from what has been previously communicated. PCA Club Racing rescheduled their COTA (Circuit of the Americas) race to coincide with our original First Fling date so Jim Bahner (TrackRelations@nordstern.org) went back to BIR and asked if we couldn't change our date. Thankfully they were able to accommodate us and we've moved First Fling a week earlier. The Drivers' Training school will be held on April 25th with the Drivers' Education program on Saturday/Sunday, April 26 - 27. Hopefully we won't run into another 2008 "Snow Fling" given the winter we've all had to endure.

I'm ready to get the 944 TS out for a spin! Give me a wave or a headlight "wink" if we happen cross paths.

See you at the New Member Socials if not before.



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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: 7.5" wide by 10.5" high
1/2 page: 7.5" wide by 5.25" high
1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high
1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high
Back Cover: 8.5" by 7"

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

Welkommen . . .

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!

Check here next month for updated list!



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!).

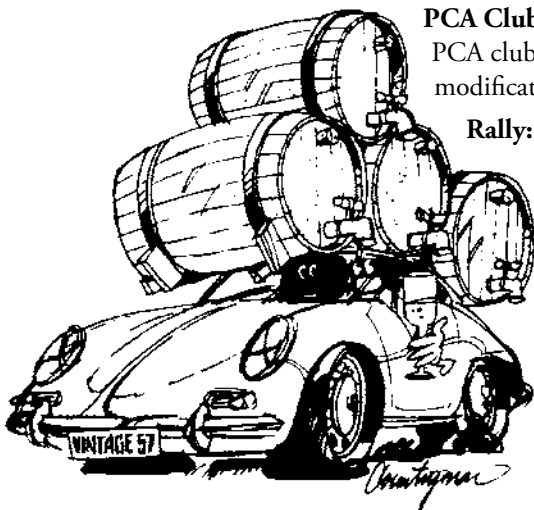
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved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

So between pot holes, frozen ice ruts, blustery, blizzardy wind whipping around the yard I am so ready for winter to lose it's grip. Spoken by one who actually loves winter, the snow, the crisp air, skiing both nordic and alpine. But enough is enough as many of us are saying daily as we trudge around in our boots, hats, gloves, scarves and down-filled coats it'll sure be great to get out the short-sleeves one of these days. Especially as First Fling isn't all that far away!

Which leads me to a few comments about this issue. March is the month we like to feature information about driving on track, specifically our home track of Brainerd International Raceway. It's our main destination for track events including our annual spring (repeated in the fall) 'schools'. This is where members

sign up to learn about car control and driving techniques from the many very experienced members who volunteer their time and expertise to put on these events - better known as Drivers' Training. More info in this issue - or be sure to attend one of the upcoming **New Member Socials** to 'learn all about our programs and activities'. This is the perfect opportunity to find out what the club has on the calendar, plus meet other members who share this crazy 'Porsche passion!' Great time for a bit of question & answer for those newer to the club and less familiar with the opportunities in the club to learn about your Porsche as well as events to participate in that are fun, interesting and rewarding. Just take a peek at the calendar and you'll note quite a variety in the line up. And there will be more as the year progresses.

Also, there's a bit of information about the Escape to Rushmore 2015 that a number of members are working on - takes a lot of organization to put on an event of this magnitude - that's be in the Fall of 2015. So keep this in mind. Love the Black Hills and Rapid City area! So much to see and do and experience. Stay tuned for more information as details are finalized. Escapes are meant to be a smaller scale national event specifically in a different part of the US than the annual Parade week. Designed to be less formal, shorter in duration and lower cost, they are a great option to experience a Porsche-oriented event composed of drives, tours, dinners, workshops/seminars, vendors, entertainment and more based in a geographic area that's interesting and fun. While Parades are quite the show each year, it's a big commitment of time and expense and I think Escapes offer a wonderful alternative.

Lots of good pictures from the recent Holiday party and I plan on including more next month. Also, Ron Faust was just one of several Nord Sterners who made the trek down to North Carolina to take in the 'Porsche by Design: Seducing Speed' exhibit that was recently featured at the North Carolina Museum of Art. The photos have been stunning (note the cover this month!) and I'll never be able to do justice to most of them, but I'll include more next month too!

And lastly, we welcome Racing Products MN back as an advertiser, owned by long time Nord Sterners, Jim and Robin Bryant they are a great source for many products as well as their expertise! Also, John Biesecker of Sterling Enterprises joins us (left) and I know his detailing services receive rave reviews! PLUS DentWerks and Midwest ClearBra have teamed up for a full page ad. Welcome! Watch for their Advertiser's Apex profiles in an upcoming issue.



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2014 Calendar . . . Get Around with Nord Stern

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

MAY

- 4 Maplewood Auto Fair**
10 a.m. to 1 p.m.
Porsche of Maplewood

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 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
- 13 German Carfest/Octoberfest**
Details: TBA
- 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
Members welcome!

NOVEMBER

- 9 Old Log Theater Event**
Details TBA
- 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!

2014 DECEMBER 2014

- 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!

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July 17, August 21, September 18
October 16, November 20, December 18



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When Can Am Came to Donnybrook . . .

By Ron Faust

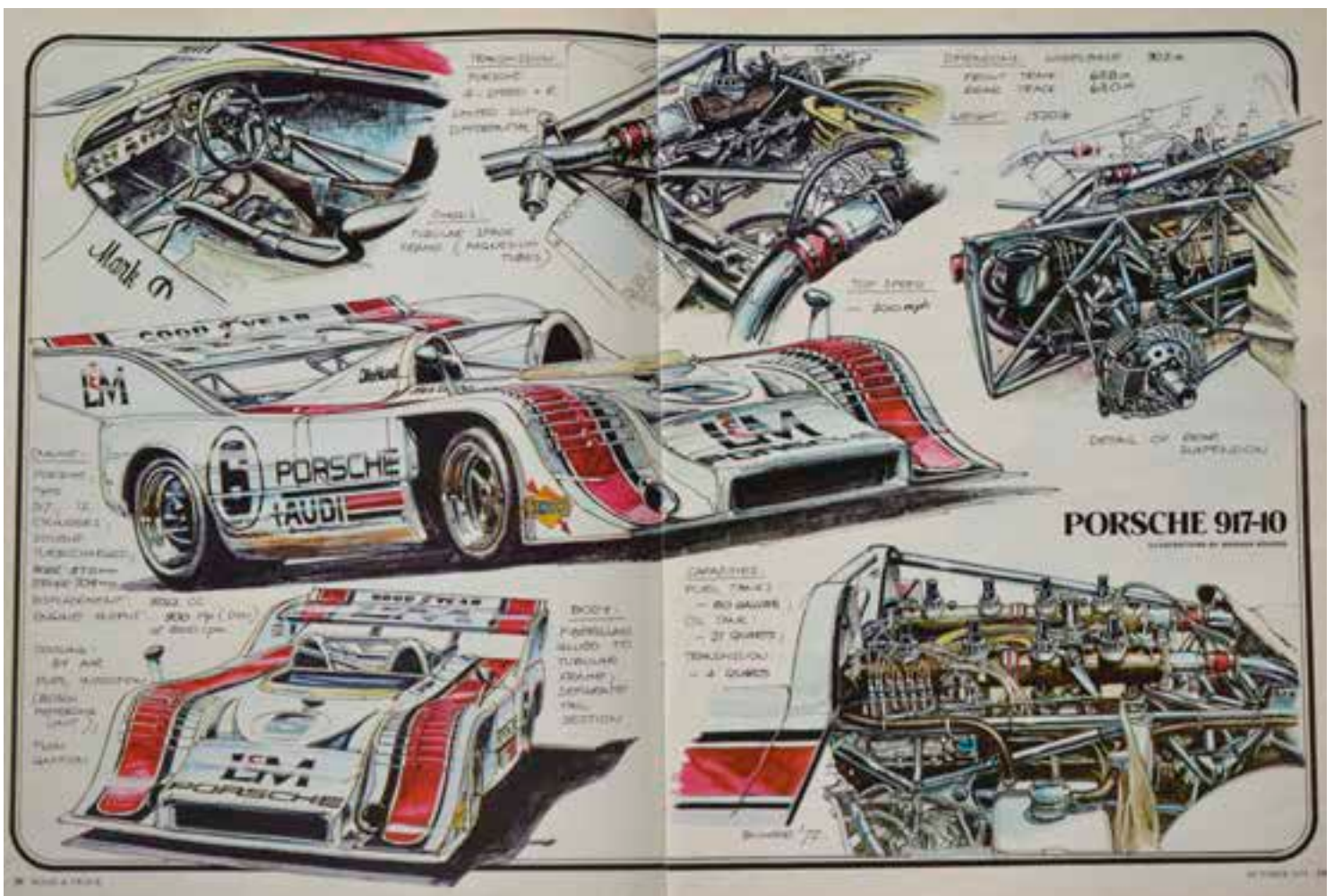
. . . So the stage was set; Penske and Donohue had their unfair advantage and knew they could win the series. Much about the car was secret. When asked about the tube frame material he called it "unobtainium" . . .

Years ago I snatched up one of my favorite garage posters at an early Club Race Courage Center Auction. It has a beautiful photo of a 917/10 in "Porsche-Audi" livery and vintage wording: "Can Am Fun . . . Donnybrook . . . Sponsored by Daytons". Autographed by George Folmer, the poster lists the race date but not the year.

The October, 2013 issue of Panorama had a photo of the grid for that race in an article on the 16-cylinder development of the 917. That engine was produced in 1971 in an attempt to get the power up, for the 917 was doing battle with the big V-8's in the Can Am series in the States. Porsche built ten of the 16 cylinder

engines, but they were still unsatisfied with the power output. They were also developing a twin turbo version of the 917's 12 cylinder engine at the same time.

It was said that Porsche's preparation of race cars was so perfect one could roll them out of the crate straight from the factory, put in the key, and go racing. This was not so for the 917/10. The German engineers had adapted turbos to the highly reliable 917 engine and had it producing plenty of power at high RPM, but when it arrived in Roger Penske's race shop it wouldn't start and wouldn't run at low RPM. This led to a series of trips for Mark Donohue back and forth to Weissach. One can imagine the scene when this



Above, Centerfold artwork by Werner Buhner from Road and Track, October 1972. The article and this illustration highlight technical aspects of the 917-10.

fair haired young American racer arrived to sort out problems with the German engineers who had built the car. But Donohue was also an engineer by training and soon developed a close friendship with Helmut Flegl of Porsche. Most racers could describe what a car was doing on the track and the engineers would figure out how to try to fix it. Donohue on the other hand could also discuss the engineering problem and possible solutions; he spoke the same language. For the 917/10, he coaxed the engineers to run different fuel inputs to the engine at different speeds on a dynamometer. Data was then given to Bosch who altered the fuel injection pump to fit the data.

The Americans were also instrumental in getting the Germans to modify the aerodynamics of the car, most notably adding the huge wing in the rear. Can Am teams had been experimenting with this, and had developed enough downforce to stick their high powered

cars to the ground. The Germans thought wind resistance and weight were more important, but the 917 was taking them into new high speed territory. If you can go through a high speed turn 5 mph faster because you have downforce, you can carry that speed a long way down the next straight. Gee whiz; we could have taught them that.

In 1972 the 917/10 came to Mosport first and Donahue cut about three seconds off the existing Group 7 record there; he was also 1.5 seconds faster than the best F1 lap at that track. So the stage was set; Penske and Donohue had their unfair advantage and knew they could win the series. Much about the car was secret. When asked about the tube frame material he called it “unobtainium”.

All went awry in Atlanta in July. The rear body shell blew off Donohue’s new car in practice. The entire car lifted and cartwheeled off the track, demolishing itself. Amazingly, Donohue wound up

with only a broken knee, even though his feet were sticking out in the grass in front of the wreckage while he still sat in his race seat with the big motor bolted behind him. In his autobiography (“The Unfair Advantage”) he describes the car’s demolition in agonizing slow motion.

George Folmer was quickly hired to finish the weekend and the rest of the season. He jumped into the new (for him) 917/10 and won at Atlanta, Mid-Ohio, Road America, Laguna Seca, and Riverside.

The series came to Brainerd in September and Donohue was ready to race a second Penske 917/10. The two started first and second and the excitement was palpable in that wonderful photo of the grid before the start. Donohue had won pole position, although he said the car had a “fictitious setup”. After three months without racing he said he had not lost his speed but he had lost some of his

Continued on page 12

A promotional poster for the Porsche Parade Monterey 2014. The top section has a purple background with white text: "THE MUST-DO PORSCHE EVENT OF 2014!" and "in beautiful Monterey, California". The main body of the poster features a background image of a marina with many sailboats. In the center is a circular logo with "PORSCHE PARADE" arched over a silhouette of a tree and a car. Below the logo, the word "Monterey" is written in large, bold letters, followed by "JUNE 15-21, 2014". On the left side, a list of activities is shown: "•Autocross", "•Concours", "•Rally", "•Tours", "•Tech Sessions", "•Social Events", and "•More!". On the right side, a blue circular badge contains the text: "Registration opens April 1, 2014 so start planning now!". At the bottom, a yellow banner contains the text: "Learn more and register at parade2014.pca.org".

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- More!

Monterey
JUNE 15-21, 2014

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Registration opens April 1, 2014 so start planning now!

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Donnybrook

continued from page 11

ability to sense the car, to feel what the car was telling him. He missed increasing amounts of oversteer coming from low pressure in the left rear tire. Of course this

would be most dramatic in turn 1, which he said he was taking flat out at 190! The tire blew and he spun right in front of Folmer's car. He thought he couldn't take another hospital scene again, definitely not in Brainerd, Minnesota he wrote. On one loop around he saw that Folmer had nowhere to go and was going to hit him. Donohue got off the brakes so his car would go off the track. "Fortunately, or due to good planning" he writes "there was an open field there, with nothing to run into." (We love BIR!)

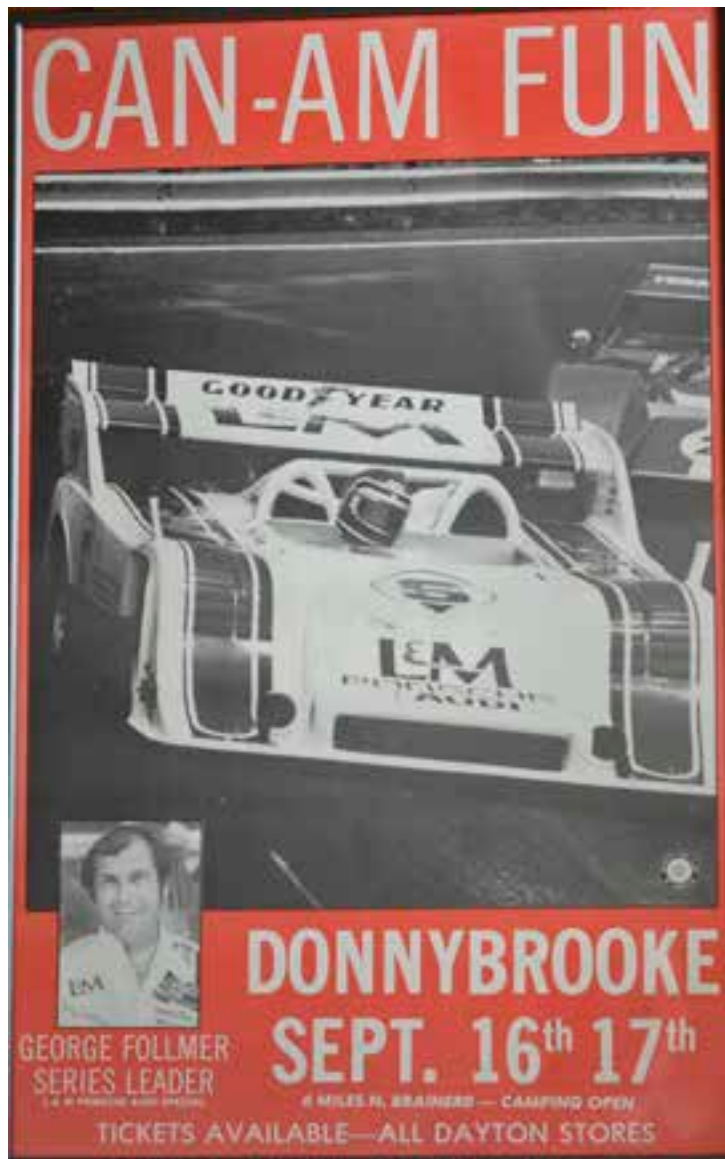
Folmer went on to run out of gas on the last lap, and finished fourth. So what was a good lap time in a 917/10 at BIR? Folmer was timed at 1:28.308 or 122.299 mph. The

race was won by Francois Cevert in a McLaren, but many other names we remember were at our home track that day: Milt Minter, Peter Revson, Jerry Hanson, Denny Hulm, David Hobbs, and Peter Gregg. Folmer went on to win the 1972 Can Am series.

The next year Mark Donohue dominated Can Am with the beautiful blue Sunoco 917/30, but the series didn't come to Donnybrook because the track had closed. It reopened under the name Brainerd International Raceway in 1974 after being purchased by driver Jerry Hansen and Dick Roe. In 1974 fuel restrictions, the recession, and declining sponsorship and sparse crowds killed the CanAm season after five races; the last three dates were cancelled.

Left: Vintage Donnybrooke Can-Am poster from 1972. Series Champion George Folmer signed it on the front of the car but the ink is now fading.

Below: The Brainerd grid is led by Folmer and Donohue, as drivers start their engines. Imagine that sound. This photo was originally taken by automotive journalist Pete Lyons who has two books on the Can-Am series, as well as the Road and Track article from October 1972.



Nord Stern 2014 Holiday Party Kudos, Awards . . .

by Dave Anderson

I know that ClubTalk has limited distribution within Nord Stern, but I'd like to extend many thanks to **Bret Bailey, Betsey Porter, Doug Anderson,** and **Christie Boeder** for their help in getting this year's Holiday Party pulled off without a hitch. A thank you to Teresa Pfister and Chip Smith for stepping in to handle the auction activities. Thanks also to **Ron Johnson** for his dedicated work in the care and feeding of our Club during 2013. It is my intention to hand off Nord Stern at this time next year in similar shape, if not slightly better.

The Lafayette Club was a good choice for our social dinner venue and the staff took good care of us. Steve Anderson www.stevencmusic.com shared his musical talent on the piano throughout

the evening. If you didn't get a chance to chat with Steve, check out his website at the link. All in all, I think everybody in attendance had a good time reacquainting with old friends and making new ones. I, for one, got a chance to meet folks I normally wouldn't cross paths with because I'm more focused on track events and my Registrar duties. I'm sure that will change in the upcoming year as I attend more social gatherings.

Also, Congratulations to this year's award-winning members! Always difficult to narrow the nominees to winners, it's with great pleasure we honor the following individuals for their contributions and involvement with Nord Stern and the club's activities:

- Volunteer of the year
Doug Anderson
- Rookie of the year
Bill Wolfson
- Members of the year
Jim & Arlyce Lillegaard
- Driver of the year
Teresa Pfister
- Friend of Nord Stern
Dent Kraft Don Kavanaugh



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sublime.

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New & 'Old' Member Socials

So, What do we do as Nord Sterners?

- Driving Schools
- Car Show
- Day trips/tours
- Social/Dinner Events
- North Shore Fall Color Tour
- Low Speed Autocrosses
- High Speed Track Driving
 - Club Racing
- Charity Events

Annual New
Member Kick-Off
Socials!
All Welcome,
Join in!

These events are your chance to find out more about Nord Stern's upcoming activities and meet other club members!

Two locations to choose from . . .

All **new** Nord Stern members (and other Porsche owners thinking of joining) are encouraged to attend one, or both, of these Socials to find out about the club, it's members and upcoming events.

SATURDAY,
APRIL 12, 2014
Membership Kick Off

AutoEdge 651.777.6924
Woodbury,
starts at 10 a.m.

SUNDAY
APRIL 6, 2014
Membership Kick Off

Auto MotorPlex
8150 Audubon Rd.
Chanhassen
1 to 3 p.m.

Remember, we want ALL 'old' members to join in and meet newer members - plus get the scoop on upcoming 2014 activities and outings!

What are Drivers' Training and Drivers' Education?

by President Dave Anderson

... At the completion of the DT school and after a subsequent check-ride with an instructor, you are then qualified to participate in the Nord Stern or any other PCA DE program ...

You've mastered the freeway cloverleaf experience and honed your daily driving skills in autocross events, but know that your Porsche was designed to be driven even harder. How do you graduate out of the parking lot? You need to put PCA Drivers' Education (DE) on your to-do list.

You can't simply show up at a PCA DE event and expect to drive. Just as you were required for your first driving license, you do need to enroll, participate and complete, in a structured and controlled learning environment, a course where you get a first-hand understanding of vehicle dynamics and driving safety.

The Nord Stern Drivers' Training (DT) program is designed to provide just such a combination of classroom and in-car instruction at Brainerd International Raceway in Baxter, MN where our instructors teach you to drive your high performance Porsche in a closed-course environment. At the completion of the DT school and after a subsequent check-ride with an instructor, you are then qualified to participate in the Nord Stern or any other PCA DE program. Even if you never

put your car on the track again, you will have acquired skills and knowledge that will improve your ability to operate a vehicle in all driving situations.

We offer two opportunities to participate in a DT school; once in the spring and again in the early fall. The DT school is held on the Friday before the DE weekend event.

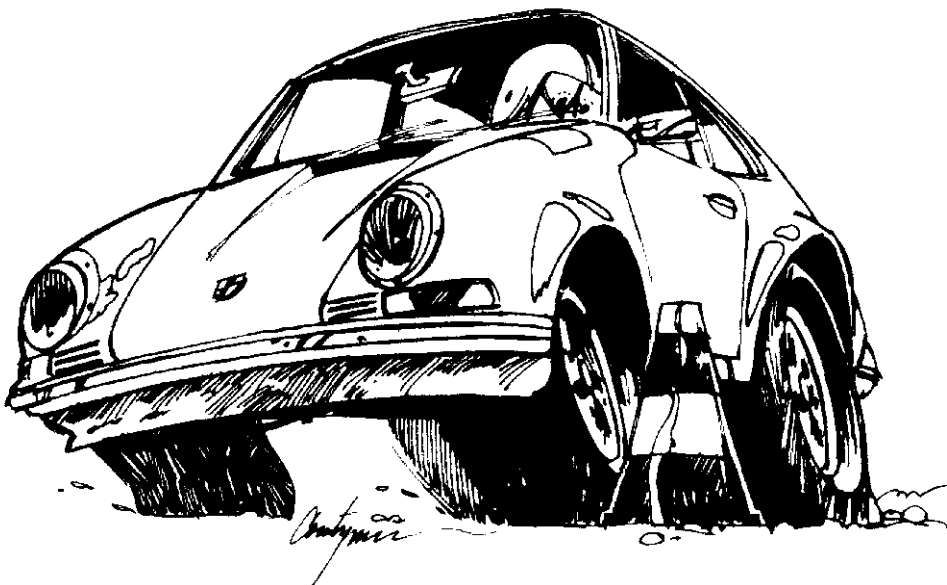
Nord Stern offers several opportunities from early spring to early fall for you to improve driving skills learned in our Drivers' Training program. Our Drivers' Education weekends are NOT racing programs, nor are they training grounds for racing. DE events give you the opportunity to hone your abilities with solo practice sessions or under the guidance of an instructor during ride-alongs.

You must be 18-years-old with a valid driver's license to participate in either the DT school and DE events. We require that your vehicle be checked by a qualified shop or mechanic. Our registration tech forms are available at approved shops or can be downloaded from the Club's website. You also need to have a current

DOT or Snell helmet. The Tech Form includes those details.

Additional information on both the Drivers' Training schools and Drivers' Education events can be obtained by contacting DriverTraining@nordstern.org or DriverEd@nordstern.org. You can register for DT and DE events at www.ClubRegistration.net or by contacting the event Registrar (Registrar@nordstern.org).

See you 'at the track!'



2014 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Drivers License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

Lights Pass

Headlights _____
Front Signals _____
Rear Signals _____
Tail Lights _____
Brake Lights _____

Brakes/Wheels/Tires Pass

Tires/Wear _____
Wheel Bearings _____
Rotors/Scored/Cracked _____
Brake Fluid/Full/Clean _____
Brake Lines _____

Interior Pass

Steering/Play _____
Brake Pedal/Firm _____
Seat Belts/Anchors _____
Helmet Snell 2005/Better _____

Suspension Pass

Shocks/Leaks _____
Susp. Travel/Noise _____
Susp. Mounts/Rust _____
Tie Rods/Tight _____
Ball Joints/Tight _____
Engine Mounts/Cracks _____

Engine/Trans. Pass

Fan Belts/Cracks/Tight _____
Fuel or Oil Leak _____
Hoses, Wiring/Secure _____
Transmission/Leaks _____
Throttle Return _____
CV Joints/Tight/Dry _____

Other Misc. Items Pass

Spare Tire/Secure _____
Battery/Secure _____
Windshield Wipers _____
Roll Bar 1" above occpts. _____
head/s for Open cars _____
Equivalent Restraints _____

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: <http://www.nordstern.org/TechShops.asp>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____

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Porsche Parade 2014: Monterey, California!

Courtesy PCA

*... we'll be treated to
drives on the famous
Pacific Coastal
Highway, to some of
California's legendary
vineyards, and through
the hills and valleys of
northern California ...*

Monterey is the site of our 59th Porsche Parade, to be held this June 15 through 21, 2014. This is PCA's annual extravaganza of competitive and social events. Only minutes away from the beautiful Pacific Ocean, we'll be treated to drives on the famous Pacific Coastal Highway, to some of California's legendary vineyards, and through the hills and valleys of northern California. Of course, Parade has a long history of friendly competition and that will continue this year with the always challenging Concours d'Elegance, TSD rally, autocross, and the tech-quiz.

Registration: Registration will open on April 1st (new date!), and there will be a link to register on pca.org and parade2014.pca.org. This Parade will be very popular, but we will accept ALL entries. We can accommodate all entrants for each of the banquets and all competitive events, as well as most activities. Tours on some days will sell out, however.

Upon checking out of Parade registration, you will receive an email with the link to our host hotels and discount codes. We have blocked rooms at five area hotels, and we do expect hotel rooms to fill up quickly.

Check In: Parade entrants should check in for Parade on Sunday, June 15 between 9 am and 5 pm. This is the only time when all the event chair-people will be all together in one place to check you in, answer all your questions, and make sure you have the banquet seats you want, pick up your meal tickets and are classified properly for the competitive events you've entered. That is when you get your Parade goodie-bags and volunteer t-shirts. Late check-in is available throughout the week, but we recommend getting to Monterey on Sunday.

Banquets: We have five banquets, our Welcome Party on Sunday the 15th,

the Concours banquet on Tuesday, TSD banquet on Wednesday, AX on Friday, and our Victory banquet on Saturday. You can sign up for all of them, or individually, through registration.

Competitive Events The Porsche Concours d'Elegance is the showcase of the week's activities and gets started early on Monday, June 16th on the beautiful fairways of the Monterey Hyatt. We have classes for every Porsche and stage of preparation—from "Full" preparation to "Street" class where only the interior and exterior, including wheels and tires, are judged.

The Mobil TSD Rally on Tuesday June 17th takes us in and around the beautiful vineyards, hills, forests and beaches of the area in a rally that's sure to become the stuff of legend. We'll be offering the TSD Rally School on Monday evening, June 16.

The Michelin Autocross is on Wednesday and Thursday, June 18 and 19 at nearby Marina airport.

Whether you study-up or just show up, the Technical/Historical Quiz on the morning of Friday, June 20 is always a great way to show what you know about our favorite cars or to face what you don't.

Events and Activities, Parade Kids: The Parade Kids program has become a favorite of our family of enthusiasts, with many of the kids forming enduring friendships and looking forward to Parade each year. The 2014 Parade Kids program will have plenty of fun and adventure, true to the California spirit of fun, adventure, and learning in Monterey.

Hospitality: The Hospitality area is always one of the best places to hang out at Parade, whether you're perusing the various vendors, partaking in the planned Beer or Wine tastings, or just looking to visit with friends before heading out to dinner.



Gimmick Rally: The Gimmick Rally will held Thursday, June 19th, and is designed to provide a scenic and entertaining outing for everyone, children included. The route showcases the 17-Mile Drive, the Lone Cypress, Carmel and its famous Mission, historic John Steinbeck sites and much, much more. The choice of this year's gimmick will be unique, and provide both fun and challenge, along with capturing the amazing scenery and character of the Monterey Bay area.

Tours: Throughout the week you will have an opportunity to go on a different driving tour each day. In addition, most driving tours will run more than once during the week in the event you commit to another activity on a particular day. All tours include a variety of points of interest and a destination.

Tech Academy: The fifth annual Parade Tech Academy will be held Friday, June 20th, immediately following the Tech Quiz. Once again, we have an exciting mix of our outstanding PCA Technical Committee and outside speakers. By attending more than one session, you become eligible for "Tech Academy Accreditation" of various levels, depending on the number of sessions you attend:

- Five Sessions equals a "Doctorate"
- Four Sessions earns a "Masters"
- Three Sessions takes a "Bachelors"
- Two Sessions is: an "Associate"

Michelin Drive and Compare:

Another great event at Parade is the Michelin Drive & Compare and this is your chance to take a couple of thrill laps around the course in two identical Porsches with two different types of tires.

Golf Tournament: Please join us on Wednesday, June 18 for the annual Golf Tournament. We will be playing at the Pacific Grove Golf Links, on the tip of the scenic Monterey Peninsula, overlooking Point Pinos and the Pacific Ocean, just a short 5 mile drive from the Hyatt.

Parade of Porsches: The final driving event of Porsche Parade will give you an opportunity to Parade your Porsche

and take in the spectacular scenery of Monterey and Pebble Beach. You'll take in breathtaking views of the coast and hills surrounding Monterey and provide a great view to the locals of all our beautiful Porsches cruising by.

Art Show: The art-show is one of Parade's "must see" events, providing a great venue for our talented and creative members to show off their vision, creativity, imagination and skill. This Parade event continues with categories in fiber arts, jewelry, painting, crafts and photography (both amateur and professional divisions). All Parade entrants may participate, including children. We have an expert judging committee as well as our favorite people's choice award. Take some time just to see the amazing talent of our PCA artists and craftspeople from around the country.

Driver Education: One of the most asked questions about this year's Parade: will there be a High Performance Driver Ed at nearby Mazda Raceway at Laguna Seca. The answer is yes: June 21-22. For more details, be sure to visit the Parade website. Space will be limited!

5K Run/Walk: One of the best ways to finish off your week at Parade is the 5K run/walk. The event will be held the morning of June 21st, with age classes from 10 years to 80+ years and awards for top male/female in each class, T-Shirts, and a commemorative item for each participant. Please join us!

R/C Cars: The R/C contest has become a favorite in recent years with kids young and not-so-young. If you have a "ride" get entered. If not, then come and watch. It's a blast!

Goodie Store: Everyone who's ever been to Parade knows this is a must-do on your shopping schedule. Whether it's for this year's logo designed outerwear, special jewelry, Porsche-themed books, or to add to your miniature car collection, the 2014 Porsche Parade Goodie Store will have a great array of products.

Volunteering: For "normal" people, vacation is the time to relax and be

served. Porsche Parade is 99% volunteer supported! That's how all of us from all over the country get to know each other, by working a couple of four hour shifts during the week with other PCA members. As a thank you, you will be eligible to attend the exclusive Volunteer Party Luncheon on Saturday, June 21st—there are numerous door prizes too!

Prior to Registering for Parade:

Ensure you have an account for the member-only portion of www.pca.org. You will need to login to register for Parade. Check to see that all your information is up-to-date and current, especially your e-mail address. All pre-Parade materials are sent to you via e-mail, and are posted on the Parade website parade2014.pca.org.

Registration Fees: Everyone signing up for Parade must pay an entrant fee of \$169, which covers the entrant and co-entrant. Fees for the four major competitive events are:

Concours -- \$30 per car, Autocross -- \$30 per driver, TSD Rally -- \$15 per car, and Tech/Historical Quiz -- \$15 per person. Entrant fees for guests are as follows: JPP/CAFP -- \$20, Child age 13-15 -- \$15, Child under age 13 -- \$10. Adult guests -- \$40.

Additional fees apply for banquets and for selected other activities. Advance Registration is mandatory -- there is no on-site registration during Parade. Parade registrations are not transferable. Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 10. There is no refund for cancellations made after that time. You may make changes to your registration at any time before June 10. Questions! If you have questions regarding Parade, please consult the Parade website at Parade2014.pca.org. If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at registrar@pcaparaade.org or call 503.579.3423 (please leave a message).





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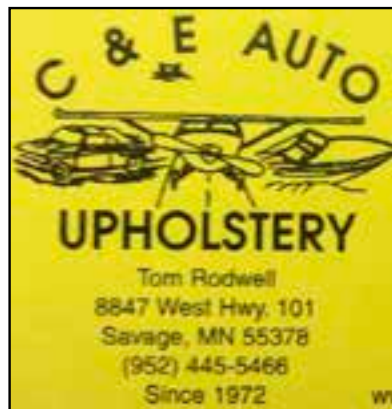
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Why Escape to Rushmore 2015?

by Arlyce and Jim Lillegard

Escapes are great fun!! They're smaller than a Parade, have fewer participants and are generally much less formal or expensive. Zone 10 and Nord Stern are excited to be providing the opportunity for Porsches from across the nation the chance to come to ***Escape to Rushmore*** in 2015. Registration for Escape 2015 will open approximately two weeks after the Parade in 2015 and ***Escape to Rushmore*** will be October 1-3. Registrants will receive their registration packet beginning the afternoon of September 30.

Here's a brief summary of Escape 2015. In upcoming newsletters, additional details will be forthcoming but in the meantime here are some of the highlights:

- The Black Hills and Rapid City have awesome sites and drives:
- Mount Rushmore is a well-known national monument and tourist attraction.
- Rapid City, City of Presidents, exhibits bronze life-size statues of all 43 past presidents, has a broad variety of things to do and hosts frequent national conferences and events with more than 8,000 hotel rooms available.
- The Civic Center is an impressive multi-faceted facility with experienced chefs and great food and best of all, easy parking.
- Rooms are already booked in two hotels near the Civic Center and both hotels will hold space until registration opens later in 2015.

The Black Hills are an internationally popular tourist area with an amazing degree of driving and touring options. The geography changes significantly from the Badlands in the east to the Black Hills in the middle to Devil's Tower in the west. It's just a beautiful area.

Locals and visitors recognize and enjoy fun driving on very hilly, twisty

drives - so appropriate for our Porsches!

Rapid City has a great deal of experience hosting major car events including national events for Mustang, Corvette and Camaro car clubs (oh, and yes, and about 300,000 motorcycles at Sturgis annually in August).

Those who attend ***Escape to Rushmore 2015*** can select from numerous enjoyable options:

- Variety in geographies and sites
- Great tourist views, drives and group activities
- At least eight organized drives to select from each day, based on initial preliminary planning
- Enthusiastic twisty, hilly driving for those who choose to test themselves and their car
- An informal car show competition in a beautiful park where People's Choices will decide awards
- A significant range of Porsches on display
- Technical classes with leaders with

*. . . This geography
is an internationally
popular tourist area
with an amazing range
of driving and touring
options . . .*

Continued on page 24



Car # Assignments . . . And How To Request A Change

by Dave Anderson, Registrar

The 2014 DE track season is fast approaching and it's time to open the car number registration period. Car numbers are used at our Brainerd (BIR) and Road America (RA) track events to help with identification. As your Registrar, I make every attempt to ensure that event car numbers are unique within the Run Group sessions; including those 2nd day late afternoon sessions when we combine groups. You can help by ensuring that you get a number assigned to your car. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

I have again scrubbed the car number database with a hard preference to active Nord Stern members. Any number assignment with a usage conflict was given to the Nord Stern member that has participated in a track event within the last

four years. I did this with an extra year of grace with the idea that I'll make the 3-year participation requirement a hard cut-off next year. Additional conflicts were given precedence to prior participants from other clubs based on the number of active years with Nord Stern and, finally, to our guests. This means that some of the car numbers used in prior years may not actually be assigned to you. That's okay for the individual events where I'll make ad hoc number assignments based on ease of applying numbers with painters tape, but I'll always give priority to registered Nord Stern members when a registration conflict arises.

Please help to keep the car number assignments up to date by reviewing the published list. If you have an existing number that isn't assigned to you, but you've used it at a track event in the past 4 years, let me know. On the other hand,

if you see your name associated with a car number you're no longer using, let me know that as well.

You'll note that a lot of numbers that have previously been assigned have now been released back to the allocation pool. If you'd like to change your assigned car number, all that is needed is to contact the Registrar by e-mail or give me a call at the information listed in the form below. To make the assignment process as efficient as possible, all I need is your current number and three new numbers in preference order. I'll reassign the first one on your list that is available. Conflicting change requests will be given priority based on when I receive the change request.

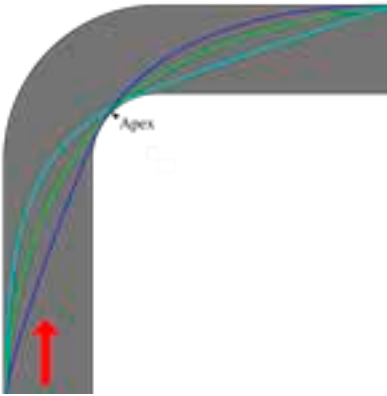
Car Number Change Request Form

Send Requests To: Dave Anderson, Registrar registrar@nordstern. org	Current Car:	Choice #1:	Choice #2:	Choice #3:
	Driver Name:			
	e-mail:		Phone:	

00	Mark	Skweres	72	David	Glodowski	167	Betsey	Porter	454	Mark	Kriesch
1	Paul	Binek	74	John	Hill	171	Steve	Sabers	471	Jim	Benson
3	Bruce	Boeder	75	Chris	Engstrom	174	Randy	Hayman	475	Mike	Strommen
03	Ian	Philbrick	76	Lloyd	Vasilakes	176	Neal	Haaland	491	Mathew	Hoke
4	Phil	White	77	Enes	Arlslan	188	Tony	Carideo	510	Wayne	Kelm
5	Guy	Reeder	78	Shea	Fahden	190	Ken	McNeil	511	Daniel	Muldowney
6	Keith	Anderson	82	Bret	Bailey	191	Tim	Conners	545	Thomas	Niccum
7	Dave	Galey	84	Scott	Robertson	192	Howard	Klatzky	611	Bas	Timmers
07	Bill	Wolfson	85	Rich	Sanders	194	Andy	Klatzky	616	Ioannis	Nompelis
9	Jim	Leslie	86	Teresa	Pfister	195	Ron	Johnson	621	Don	Erickson
10	Rick	Moe	88	Rick	LaVerdiere	200	Nathan	Reader	629	Jim	Destiche
11	Jim	Seubert	89	Jim	Breakey	202	Mark	Dekutoski	671	Cary	Chrisson
12	David	Roberts	90	Pam	Lawrence	214	John	Warford, Sr.	690	Jess	Meyer
13	Chip	Smith	91	Matt	Gawronski	215	Michael	Sabers	701	Mischa	Redmond
14	John	VeLure	92	Mark	Netsch	217	Michael	John	710	John	McCarthy, Jr.
15	Paul	Thai	93	Mike	Peterson	219	Pam	Viau	711	Gordon	Doering
16	Jim	Arhart	94	Jim	Bryant	221	Tim	Scovanner	713	Pedro	Afable
17	Jon	Beatty	95	Daniel	Martinson	224	Stephan	Meydell	714	Leonard	Loh
21	Teresa	Pfister	98	Pius	Eigenmann	225	John	Boyd	717	Curtis	Witt
22	Thomas	Walgren	98	Nick	Summers	227	Doug	Scovanner	719	Mark	Schumacher
23	David	Roberts	99	Brad	Lano	232	Kyle	Lametti	741	Mark	Langren
24	Matt	Clark	101	Rick	Meyer	240	James	O'Brien	742	Erik	Jodock
25	Jim	Bahner	102	Doug	Anderson	241	Brian	Lewis	744	Michael	Siegler II
26	Dale	Trippler	104	David	Anderson	242	Byron	De Jesus	747	John	Muir
27	Keith	Erickson	105	Jeffrey	Softing	243	James	Hudak	756	Steve	Powless
28	John	Blackburn	106	Craig	Silver	253	William	Houghton	762	Reed	Unterseher
29	Arin	Brown	111	Tim	Conners	258	Peter	George	771	Gordon	Doering
30	Phil	DeBruzzi	113	Michael	Stewart	259	Darryll	Dodson	774	Tasso	Coin
31	Christie	Boeder	117	Terry	Rixe	261	Wayne	Anderson	775	Kevin	Tan
32	Bill	Corcoran	118	James	Robinson	262	Marcus	Gustafson	788	Jess	Meyer
33	Karine	Onnen	119	John	Boyd	267	Mark	Bennett	809	Paul	Termin
34	Alan	Weiner	120	Fred	Senn	267	Jeff	Johnson	814	John	Warford, J
35	Nick	Cirillo	121	Chuck	Fear	268	Ed	Tan	816	Bradford	Bjornson
36	Bob	Barker	122	Fred	Senn	273	Steven	Zawadzki	824	Pete	Puffer
37	Jerry	Greene	125	Wally	Mahlum	274	Mathew	Miller	824	Cindy	Spielman
38	Clifford	Anderson	127	Eric	Polk	277	Harvey	Robideau	856	Michael	Dekutoski
41	John	Hill	128	Arden	Olson	295	Paul	Ingebrigtsen	865	Glen	Larson
42	Steve	Sherf	129	Vic	Lee	300	William	Groschen	888	Jay	Turkbass
43	Rodger	Finke	130	Richard	Moe	303	Shannon	Ivey	892	Greg	Smith
44	Edward	Tripet	131	Erik	Yerigan	303	Neale	Roth	901	Robert	Allen
45	Gary	Yee	132	Andrew	Golfis	306	Pedro	Afable	908	Don	Lawrence
46	Robert	Viau	133	Grant	Bennett	308	Jim	Turner	911	Ed	Vazquez
47	Ron	Faust	134	Bruce	Yerigan	311	Dave	Sorenson	912	John	Shimek
48	Ben /Alane	Merriman	135	Susan	Cirillo	312	Randy	Oldenburg	918	Peter	Tribuno
49	Mike	Hoke	136	Jason	Brown	317	Chris	Holm	920	Stephen	Powless
51	Lee	Jacobsohn	137	Steve	Kemp	325	Louis	Zachary	922	Stephan	Meydell
051	Rick	Grothe	138	Loran	Hall	329	Marek	Ciolko	933	David	Burton
52	Marcus	Gustafson	140	Paul	Ingebrigtsen	331	Richard	Weelborg	935	Karl	Andreasen
56	Roy	Henneberger	143	Bob	Houston	333	Joseph	Docter	944	Kevin	Cyr
57	Michael	Sabers	146	Bob	Viau	334	Joseph	Docter	945	Tom	Rempfer
58	Jim	Benson	147	Barb	Weernink	336	Chuck	Young	951	Kevin	Fitz
60	Jeff	Engler	148	David	Kearn	344	Jim	Lillegaard	964	Hal	Voges
61	Peter	Lier	150	Stuart	Tracy	350	JJ	Donofrio	968	John	Velure
61	Bas	Timmers	151	Naveed	Haider	356	Phil	Hancock	981	Michael	Monson
65	Thomas	Addison	154	Raul	Ramos	357	Mark	Steingas	986	Chris	Tobkin
66	Jim	Holton	155	Rodney	Elsing	368	Jim	Lillegaard	987	Cory	Hoegland
67	Charles	Porter	157	Joseph	Higgins	375	Brian	May	996	Lon	Tusler
69	Wade	Peterson	158	Peter	George	425	John	Blackburn	997	John	Donofrio
71	David	Glodowski	159	John	Shimek	437	Anthony	Indivona	999	Bill	Cliby
71	Jonathan	Wen	166	Eleanor	Renwick	442	Randy	Valone			

Advertiser's Apex . . .

Porsche of St. Paul



1. Company name?

Porsche of St. Paul

2. Address/phone/email/main contact?

2780 Maplewood Drive
Maplewood, MN 55109
651-483-2681
Howie Kokaisel, Parts Manager
email: hkokaisel@porscheofstpaul.com

3. Type of business?

We are a Porsche dealership.

4. Years in business?

We have been in business for 45 years.

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

As long as I have been with the

dealership, we have been associated with Nord Stern and its members.

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

We have a lot of experience in the Porsche parts department...over 70 years combined. Customers rely on our experience to help them find the correct parts for their vehicles. George Andeweg has been with our sales team for over 40 years. Every year, our sales staff, technicians and parts staff are factory- trained and certified through Porsche Cars North America.

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

The Club Race at BIR and all the people who support Courage Center.

8. My favorite PCA event is . . . ?

Enjoying the weekend at the Club Race in Brainerd and experiencing some great racing.

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

I have seen many changes with Porsche over my past 39 years working at the dealership.

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

Fishing up north, or just relaxing at our cabin with family and friends.





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Column - I Get Around: O Roseanna

by Dick Badler, Courtesy PCA

Jane: And now, with tonight's commentary, here's Roseanne Rosannadanna.

Roseanne: Thanks, Jane.

A Richard Feder, from Ft. Lee, N.J., writes to say, "Hey, Roseanne, what's with this cone incident on the George Washington Bridge? I live in Ft. Lee. In fact, I can see the bridge from my apartment. And I can say it's bumper to bumper every morning, noon and night. Sometimes all morning, noon and night. You don't need to close a lane, in order to create a traffic jam. And you certainly don't need traffic cones to do it. You just wake up in the morning, and it happens, like the sun rising in the east.

"And now, my neighbors and I are enduring all these tourists, these rubbernecks, these souvenir hunters, these TV news crews, these subversive political animals, pouring into our nice, bucolic burg, all looking for evidence that Chris Christie was here.

"What can we do?"

Hey, Richard, who told you to live in Ft. Lee? It's a free country, isn't it? You can live anywhere you want. Why there?

Why do people who live near airports complain about the air traffic? Why do people who live near bridges complain about the car and bus and truck traffic?

And here's something to ponder. Do you know what came first? Do you have any idea what your nice, high-rise apartment with the view of the bridge was, before your town was paved over, to make way for progress? Here's what it was; an amusement park!

Yeah! And not just any amusement park. It was Palisades Park. And there was even a hit song about it. Down at Palisades Park.

And you probably thought the song was sung by Lou Christie, didn't you. Who you think is a long-lost relative of your current sitting governor. Now, that would be real poetic justice, wouldn't it.

But it's not true. It was sung by Freddy "Boom Boom" Cannon. How's that for irony, Mr. Feder?

No, Mr. Feder, your real problem is the Coneheads. That's right, Mr. Feder, people who steal cones and set them up in parking lots, creating all sorts of zigs and zags, totally ignoring parking spots and arrows and entries and exits. These are the people you really should be worried about.

Because, do you know what these people do with their cones, after they've set them up in weird patterns in parking lots? They put them on their heads. And then they walk around, talking like robots, and saying they're from France.

I'm not kidding, Mr. Feder. It's scary. They can't help it. And neither can our Immigration and Naturalization Service. Because, you see, they're not from France at all. They don't speak French. And they're not from here either, because they don't speak American. They don't belong here. There's your issue, Mr. Feder. There's a real issue for you.

Now, here's the kicker for you, Mr. Feder.. Do you have any idea what the Coneheads did, before your nice, bucolic high rise apartment in the sky was created? That's right, they set up their cones in the Palisades Park parking lot, on days when the amusement park was closed.

Which is why they're back, storming around your town and your bridge. Mr. Feder, you need to have mercy on these souls. They're lost. Lost. Because they can't find their way home. First they put

up a parking lot. Then the city was gone.

Can you blame them?

But there's more. Coneheads drive fast cars. And they drive cars fast. And their cars all have sunroofs. And the sunroofs are always open. So their cones can have headroom.

Do you drive fast, Mr. Feder? I bet you drive something like a beater Corolla. Which is good for one thing, sitting in traffic on the George Washington Bridge. I want to walk up to you and knock on the window and say, hey, mister, I, Roseanne Rosannadanna, am walking beside you. And I'm keeping up. Don't you think you can go a little faster? I want to get to where I'm going before I'm too old to know I got there.

I walk up to Corvette owners, and I say, hey, stud, where are you going?

I walk up to Porsche owners, and I say, hey, wo gehst du hin? I don't say, hey, ou allez vous. They're not from France, Mr. Feder. That should be a clue for you.

Jane: That's enough! Enough! Roseanne, you, madam, are out of time. And you're out of mind.

Good night and have a pleasant tomorrow.

- various Porsche backgrounds and expertise
- A wide variety of Porsches and Porsche owners, vendors, technical experts, experienced track drivers and club racers
- Participating Porsche members with long-term club involvement and friendships

- Entertainers and entertainment at multiple locations

The annual gorgeous fall leaf change typically occurs at the time of the Escape and at a time when the tourist population is smaller. Wherever anyone wants to go, the headquarters will be Rapid City. The destinations and places to visit and tour will vary significantly with an appeal to various interests.

With so much available in the Black Hills area and Rapid City itself, the **2015 Escape** will offer PCA participants opportunities to socialize, experience unique tourist attractions plus some fun, enthusiastic driving. Region 10 and Nord Stern Region look forward to seeing attendees enjoy all that this escape will offer!




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



January, 1963: Panorama

Last month we started to review an issue of *Panorama* from January 1963 which had included a special section on Nord Stern. Nord Stern was five years old at the time, and this *Panorama* tribute predates any newsletter issue Christie or I can find. We continue . . .

Tom Countryman

- This Nord Stern legend had been driving Porsches since he purchased a 1951 1300 coupe during his Army stint in that Germany. He drove that vehicle over 200,000 km and it was said to be still running somewhere in Minnesota in 1963. Wearing a WW II tanker helmet, he took first in a Lake Phalen ice race during the 1954 St. Paul Winter Carnival, apparently his first competition.
- In 1955 he was on the grid and raced the very first street race at Elkhart Lake before the track at Road America had been built.
- His business was production of movies and other animated work for TV commercials. During the Lake Phalen race he had mounted a movie cameral in his 356. He made another movie at Elkhart Lake in 1958, and his company was still making movies into the '80's.
- He continued racing Porsches including Speedsters and Spyders and

a 914-6 over the next twenty or more years.

- This is covered in an interview Countryman did for *"They Started in MG's: Profiles of Sports Car Racers of the 1950's"* published by Carl Goodwin in 2011. It's available at Amazon in paperback and Kindle.



Bill Forde

- An IBM engineer by trade, Bill Forde might be the first Nord Stern recruit from Rochester.

- Just as I learned while I was there, Bill said that when you lived half way between Porsche dealers 150 miles apart you *"have to learn what to do till the doctor comes!"* He said he was elected *"Porsche Doctor in this City of Doctors"*.
- Apparently a master of engine

modifications, he had moved a Porsche engine into a Devin body and a '54 Buick engine into a '53 Willys station wagon.

- He adapted transistor ignition into one of his cars in 1963.
- The *Panorama* article also includes a one page technical article where Forde explains how to build an engine stand out of threaded pipe. The diagram could only have been created by an engineer.
-

Bill and Wiggy Woolery

- Ambassadors to the early Parades, Bill had passed away in 1961 but Wiggy stayed active in Nord Stern and other local car clubs. They "radiated contagious sociability" and made friends all over the country.

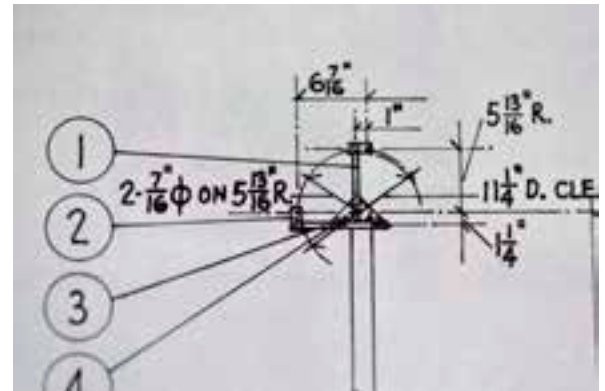
- They contributed multiple traveling trophies to local clubs and PCA,

including the Bill Woolery Memorial Trophy for the winning navigator at the Parade rally.

- Bill had been involved in the organization of multiple local car clubs.

The Scans Continue

- Their son Mike was also becoming a car guy though only 15 at the time of that article.
- In addition to Bill and the trophy, the photo show's Wiggy and her Super 90 Coupe.



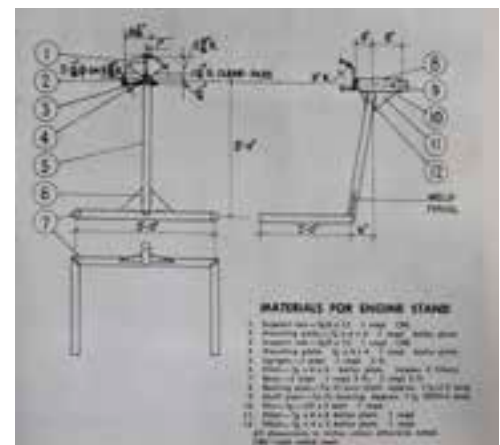
- Elsewhere in that Panorama issue Nord Sterner **Conrad Berg** contributes a short technical article explaining how he was able to create "copious" amounts of heat output in his 356 Cabriolet by cutting a larger hole in the duct

Above: Porsche Doctor Bill Forde's engine stand he built in Rochester.

Right Above: Nice non computer generated graphics

Right: Forde shares his plans

Below: Mark Wells leads the crowd up the hill at Elkhart Lake in his Speedster.
Where are the guard rails and fences? Photo by Action Limited of Madison.



Continued on page 30



Mark Wells' Speedster #2 at Elkhart Lake

The Scans Continue

Continued from page 29

where the warm air emerges from the frame. Hopefully the car didn't sag when he finished but this is definitely no longer recommended. Elsewhere in the issue a tech article uses a page and a half talking about ways to deter rust under 356's but doesn't mention the proven technique every owner now uses: keep them in the garage until spring.



Right: 1300 Coupe



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 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! March 11, April 8
May, optional with meetings resuming in the fall.



Once Again Nord Stern Sponsor's the All Porsche Show Sunday, June 29!

Phil Saari, Eventmaster

Date: The Nord Stern All Porsche Show will be Sunday, June 29

Time: 10 a.m. to 1 p.m.

Location: Roseville's Central Park

All years and models of Porsche are invited to participate in the All Porsche Show which has made it the largest display of Porsche automobiles in the Upper Midwest.

Last year there were over 160 Porsches participating!

Bring your car, bring your walking shoes - enjoy a fine display of vehicles in a great park setting!
Questions, comments and or suggestions please email me at ps356er@yahoo.com



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- > Mark your calendars now and plan on joining us in August 2014 for the Rocky Mountain Thunder Club Race, brought to you by the Rocky Mountain Region Porsche Club.
- > Registration will open June 30th thru [ClubRegistration.com \(http://register.pca.org\)](http://register.pca.org)

www.rmclubrace.com



Nord Stern February Business Meeting Minutes

by Betsey Porter, Secretary

... Holiday Party was fun and well-attended. 81 people signed up. The pianist (Steve Anderson) was excellent, thank you Ron and Michele (Johnson) for the suggestion.

The food was also excellent, thank you Bret for the venue suggestion

...

President Dave Anderson convened the February Nord Stern business meeting at 7:02 pm

President – Dave Anderson: The Holiday Party was fun and well-attended. 81 people signed up. The pianist (Steve Anderson) was excellent, thank you Ron and Michele for the suggestion. The food was also excellent, thank you Bret for the venue suggestion. First Fling is all set, we will keep prices the same

Treasurer – Jeff Bluhm: No report

Social Committee: No report

Advertising – Jill Daneu: Racing Product MN back in business. Preferred Sign & Graphics ran ads for three months and will not renew. Two new advertisers will start in March, Clear Bra MN and Dentworks PDR are sharing a full page. Advertiser's Apex column in March will feature Porsche of St Paul. Advertiser's Apex in April will be Schmit Towing. Received Porsche brand standards from PCA. Will make sure all our ads comply.

Newsletter – Christie Boeder: On schedule for March, will be featuring Driver Ed info for the 2014 driving season.

Webmaster – Mark Kedrowski: No report. Thank you to Bret Bailey for filling and helping out!

Membership – Ed Vazquez: No report

Met Council – Bob Kosky: Nothing to report.

Charity – Keith Jones: Will be asking for another replacement as Teresa Pfister has had to step down due to time constraints.

Insurance – Michele Deml Johnson: Nothing to report

Club Race – Doug Anderson: We will keep rates the same this year. We might exceed our run group max limit! Up to the Steward to alter the numbers. Paul Ingebriksen can still do Safety and run in the Club Race. JR's BBQ is working on a

party in Nisswa for us, details TBD

Driver Education – Steve Meydell:

Nothing to report other than still need an Eventmaster for Final Fling.

Track Relations – Jim Bahner:

Contracts are all set!

Driver Education Registrar – Dave Anderson: First Fling registration will open Feb 25th

Driver's Training – Ron Johnson:

Nothing to report. Need better education on what Drivers' Education and Drivers' Training is/means. Work on creating YouTube videos and posting on Nord Stern website and Facebook pages, Cars & Coffee Facebook page also. Offer intermediate instructor rides with an eye to moving to Club Race or "the next level" Call it "Advanced instruction" or something along that line.

Touring & Drives – Mike Lancial & Randy Walker: No report

Rally – Lon Tusler: No report

Concours/Porsche Show – Phil Saari: Date is set for last Saturday in June (29) again in conjunction with Roseville's Rosefest in the same park.

Fall Color Tour – John & Suzanne

Dixon: No report, date is on the calendar. Looking at a Canadian drive/lunch location.

Shop Relations – Keith Fritze: No report
Safety – Paul Ingebriksen: No report

PCA Zone 10 Rep – Kim Fritze: No report

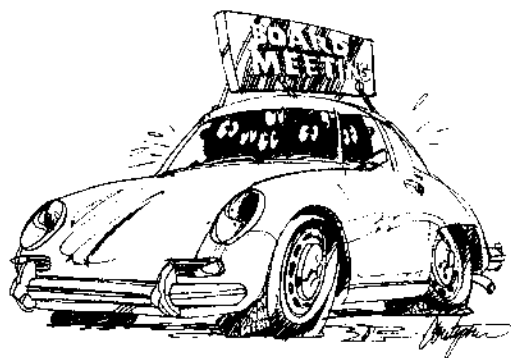
No other further old business

New Business, Membership Survey results

Survey sent to members of both Nord Stern and PCA. Dave will summarize. Reminders will go out

Meeting adjourned 8:40 p.m.

Respectfully submitted, Betsey Porter



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Book Reviews for Porschephiles . . .

The Last Open Road

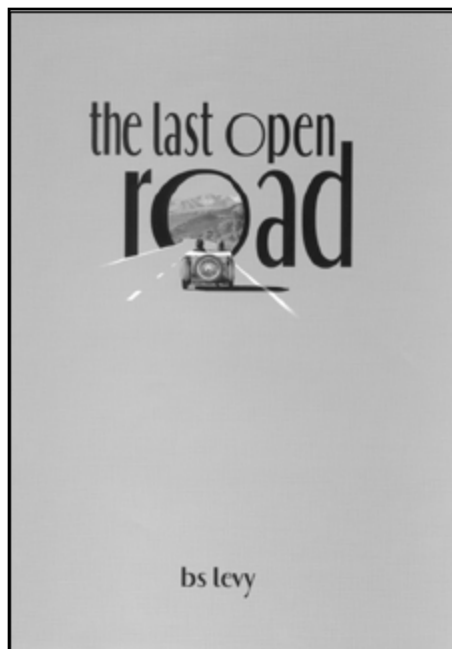
by B.S. Levy, published by THINK FAST INK, Oak Park, IL
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

This book is the first in a series of novels on the life and times of Buddy Palumbo, a largely self taught auto mechanic with friends/customers involved with sportscars in the early years of the sports car movement in America. Written in 1994, this book includes a realistic portrayal of the sports car racing scene of the '50s and is now in its 8th printing. In addition to name-dropping a who's who of sports car drivers and racing venues (mostly East Coast), a wide variety of marques (even Bandini and Siata) get mentioned in appropriate contexts. Most of the action involves Allards, Jaguars and MGs.

In all the time I have been writing book reviews for Porschephiles, I have never before reviewed a work of fiction. Though this book follows a fictional character and his fictional associates, and is replete with fictional conversations, the details of the sportscar racing events dealt with are real and accurate, as are remarks about world events that are woven into the story. An interesting touch is the number of then current popular songs, and their performers, that provide background to the text, as they provided background to the activities of the protagonists.

Levy writes a very readable story of American life in the '50s. He tends toward verbose sentences and long paragraphs, but the action is always fast-paced. There are no photographs, but his writing is such that it is easy to visualize the events described. He provides detailed and historically accurate descriptions of venues and events, overlain by the actions and conversations of the fictional characters. The first person narrative in *The Last Open Road*, combined with the

vivid descriptions, makes it easy to feel that you are really there and no longer in your personal everyday real world. This is true of the whole book, the family,



workplace and dating episodes, as much as the racing scenes.

The race reports refer to real people and real events, overlain by the activities and conversations of the fictional characters. Old timers, especially easterners will recognize the names of many of the drivers and car owners, even some who are camouflaged (such as the sanctioning body, the Sports Car Motoring Association (SCMA)) which is made to look like a bunch of arrogant, self-centered, bureaucrats, similar to the SCCA officials this reviewer used to encounter. To this reviewer's best recollection, *The Last Open Road* accurately presents the exuberance and enthusiasm of sportscar racers (and their support personnel) in the

'50s, and the unbelievable (by modern standards) laid-back casualness of the racing events included in the story. Venues involved include Bridgehampton, Giant's Despair, Brynfan Tyddyn, Grand Island (New York State), Elkhart Lake, and The Glen. The action is so true-to-life that you can follow the streets raced on, and the bars hopped to, on today's Google Maps. Some reference is made to the sportscar activity of the West Coast, but the author was an easterner, so he writes about what he experienced.

Even if you can't appreciate the historical antecedents for some of the events described, or even care about sports car racing per se, Levy makes the life and times of Buddy Palumbo a captivating read for anyone. You should read it if only to answer the challenge (which this reviewer failed) of determining how the title relates to the story.

The Last Open Road has 364 6x9 inch pages and is available for \$30 (plus \$6 shipping) at <http://www.lastopenroad.com/finzios/books2010.htm> That website will open the door to a view of Mr. Levy's intensive involvement in modern vintage racing, as well as the entire world of his books, all of which have sportscar racing connotations.

For further info on Bert Levy, see Jay Leno's interview at: http://www.youtube.com/watch?v=yd0MFex88WE&feature=em-upload_owner

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Above: 1934 Berlin to Rome Racer, reconstructed. Photo by Ron
 Faust, Porsche by Design, Seducing Speed Exhibit

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

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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.

Rick Moe
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Call the safety Chair (Keith Erickson, see Officer page for contact info) if the shop you frequent is not on this list. . .

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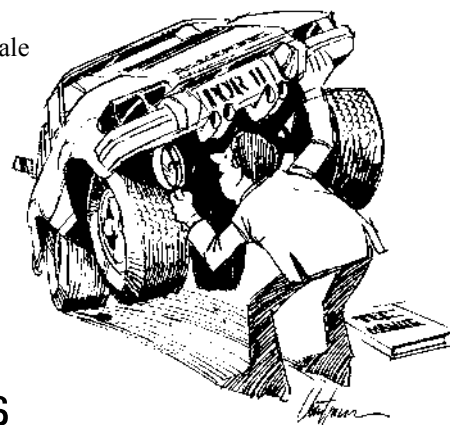
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A Few Suggestions for Track Attendees

What to bring to the track:

- Plastic storage box, bags, or tarp to protect your belongings from the weather
- Hat/sunscreen for sunny days
- Brake fluid
- Spare brake pads
- Air pressure gauge
- Paper towels
- Rags
- Car number/tape/shoe polish
- Gloves (for changing tires/brake pads)
- Gloves (for driving)
- Jack and stands
- Tools, including torque wrench
- Jack Plate (if needed for your car)
- Oil
- Hand and Glass cleaner
- PCA Membership card
- Driver's License
- Appropriate clothing: pants, socks, closed toe shoes, qualified helmet

These are only suggestions. There is plenty of assistance available for the 'not-yet-fully-equipped' newcomer!

Porsche by Design: Seducing Speed - A Picture Paints a 1,000 Words!

Photos by Ron Faust



Above: 1968 908 Prototype



1953 550 Prototype



Janis Joplin's 1965 356 Cabriolet

1971 917: this one was retired unrestored after it's last race



1961 356B Abarth Carrera



1977 935, "the Baby"

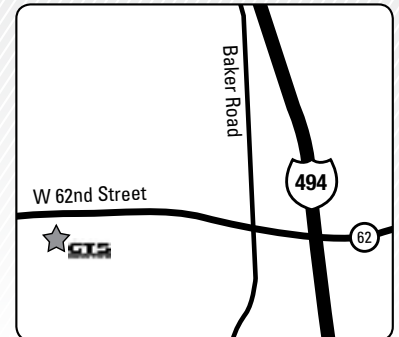
1964 356 Gmund Coupe





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Tech Quiz Fun: 2012 Parade Early 911 Q & A

Courtesy PCA Newsletter Editor

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!

1. The 911GT3R Hybrid has a 4.0-liter six cylinder engine developing 480 hp. Two electric motors rated at _____ hp each are mounted on the front axle

- a. 150
- b. 100
- c. 81
- d. 78

2. Herbert Muller drove a Porsche engined sports racer to second in the 1964 European hillclimb championship. Who manufactured the lightweight chassis?

- a. March
- b. Elva
- c. Lotus
- d. Abarth

3. The Group 6 model 936 was prepared in great secrecy for the 1976 World Sportscar Championship and on Dr. Fuhrmann's orders the car was painted black for mid winter development.

- a. True
- b. False

Questions 34 -36 and Illustrations A through C deal with coachbuilt cars using Porsche components.

4. Which custom body commissioned by John von Neumann is on a 911 rolling chassis?

- a. Illustration A

- b. Illustration B
- c. Illustration C

5. The coachbuilder of the car in Illustration B is?

- a. Bertone
- b. Beutler Carrosserie
- c. Carrozzeria Zagato

6. The chassis is pure 356B and a total of 20 of these 1588cc cars were contracted for.

- a. Illustration A
- b. Illustration B
- c. Illustration C

Illustration A



Illustration B



Illustration C



7. In 1979 Porsche Engineer Rolf Sprenger started a department for modifying customer cars known as _____

- a. the Special Wishes Program
- b. the Custom Service Program
- c. the Porsche Exclusive Program
- d. the Money Talks Program

8. The first race for the 956 was Silverstone where the car weighed 1,804lbs. The next race, LeMans, the car weighed 88lbs more because it carried a box with tools, spare parts and extra lights.

- a. True
- b. False

9. Ferdinand Piech's 904/8 Kanguruh Bergspyder has been described as the ugliest Porsche ever.

- a. True
- b. False

10. All works 956's ran the blue and white colors of Rothmans.

- a. True
- b. False

11. Introduced at 1965 Frankfurt Motor Show Porsche introduced the 911 Targa. The open top car was marked by a distinctive stainless steel covered roll bar. What was the purpose of the exposed roll-bar

- a. Maintain the lateral rigidity of the body behind the doors.
- b. Better control of the removable top when closed.
- c. Meets US competition requirements
- d. All of the above

12. In what year was the 3.0 911 SC engine introduced as the only 911 engine for the world market.

- a. 1979
- b. 1978
- c. 1980
- d. 1981

13. The Porsche Center in Dubai sold more Porsches than any other dealership in business year 2006/2007?

- a. True
- b. False

14. The first Porsche glass fiber body, the 1964 904 weighed only 100kg.

- a. True
- b. False

Continued on page 34

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15. In this year's 50th running of the 24hrs of Daytona, Porsche GT teams finished one – two –three in GT. Who were the drivers on the winning team?
- Andrew Davis, Leh Keen, Hurley Haywood, Marc Lieb
 - Stephen Bertheau, Spencer Pumpelly, Marc Goossens, Wolf HENZLER
 - Andy Lally, John Potter, Richard Lietz, Rene Rast
 - Alban, Ledesma, Cooper, Gorsuch

16. Porsche's total sales were 21% in the Americas in 1952. This figure rose and exceeded 50% for the first time in 1965.

- True
- False

17. Steve McQueen's black 1958 1600 Super Speedster was significant in number of ways. Which of the following is not one of them?

- First car he bought new.
- First car he raced in organized motorsports
- First car he used in a movie
- First car he bought, sold and repurchased.

18. The version of the 959 built for the 1984 Paris-Dakar Rally was designated Type 961

- True
- False

19. The sunroof was first introduced in a 356 in a brochure called "Schiebedach". What year was this?

- 1955
- 1959
- 1960
- 1953

20. A racing version of the 911, the 911ST was introduced in 1970. In order to achieve the maximum amount of weight savings the ST was devoid of luxuries one of which was the glove compartment lid.

- True
- False

21. The clutch-pedal free-travel on a 1972 911 is 13/16" to 1". It is checked by moving the clutch pedal away from the

floor.

- True
- False

22. On a 911T MFI pump the injection valves (injectors) in the cylinder heads open at a pressure of _____ psi.

- 510 - 555
- 200 – 245
- 220 – 265
- 630 - 675

23. The flame trap cartridge connects the fuel-tank filler neck with the air cleaner via a breather hose on a 1972 911 with MFI.

- True
- False

24. What year were separate front and rear side reflectors added to US Spec 911 and 912's.

- 1967
- 1968
- 1976
- Side reflectors were never separate

25. In a 911 or 912 part number , when the third group of numbers ends in an even number that part is for the right side of the car.

- True
- False

26. The letter "E", tacked on to the 1969 911E model designation stands for Einspritzung which in German translates to _____.

- Mid range
- Economy
- Excellence
- Injection

27. As of the introduction of the 1973 911's the 911T accounted for _____% of all 911's sold.

- 80
- 90
- 120
- 68

28. The first road going Porsche Turbo became available to customers in Europe in the first few months of _____.


- 1974
- 1983
- 1975
- 1999

29. For 1974 the US specification 911 Carrera shares the 2.7L engine with the 1974 _____.

- 930
- 911
- 912
- 911S


30. The 1976 911S had a compression ratio of 8.5:1 yet the fastest street Porsche ever built at the time, the 1976 Turbo Carrera, only had a compression ratio of 6.5:1.


- True
- False




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2014 Holiday Party Totally Social!

Photos by Jill Daneu



Left, at right: Bob and Sharon Barker

Right: Lara Dent and Ryan McGee with Pat and Andrew Golfis



Left, Sheri Walker, Kathy Smith, Ali Vazquez and Elizabeth Welcom

Right, Bob Lunde with Teresa Pfister



Far Left, front: Steve and Pam Flaten with fellow Nord Sterners gather to enjoy the evening

Right, Michael Johnson and Betsey Porter join John Velure and Ed Vazquezr



Left: Kathy and Todd Smith with Elizabeth and Rob Welch

Right, Past President Chip Smith with Bob Viau



Right: Bob and Pam Viau with Jim and Arlyce Lillegaard

Left: Sheri and Randy Walker with Kathy and Todd Smith



2014 Holiday Party Totally Social!

Photos by Jill Daneu



Left: Members of the Year Arlyce and Jim Lillegard

Right: Steve and Nancy Meydell with Mary and Bob Lunde



Left, Driver of the Year Award Recipient Teresa Pfister displays her 'new hardware'

Right, Marsha and Mike Drake enjoying the evening with Ron and Claire Faust



Left, 2013 President Ron Johnson hands of the official Presidential 'hardware' (an official Porsche briefcase) to incoming 2014 President Dave Anderson

Right, Doug Anderson and wife of Rochester



Left: Dave Anderson announces the Advertiser of Year Award for Dent Draft and Don Kavanaugh

Right, Steven Anderson, Pianist who entertained attendees at this year's Holiday Party



Left, Ed Vazquez and George Andeweg

Doug Anderson, 2013 Club Race Chair took over the reins from Roger Johnson who handled the duties with great skill and leadership for more years than he wants to admit



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.

912 Wanted

Gary Greiner, 218-348-1849, email: gtreiner@gmail.com.

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.

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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.

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1986 Porsche 911 Carrera

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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.

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by Tyler Arvig

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 Boxster

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 informtion.

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.

I am the Chief Driving Instructor and Car Control Coordinator for the North Star BMW CCA. I wanted to pass this on since several of your members have really helped out our club for our recent Teen Driving Schools at DCTC. Fred Jaccoberger, Andrew Schmid, Jon Beatty, Jim Bahner, Garfield Clark, and a few others were so helpful and enthusiastic. I would love to get something out to your members to say thank you for your support of our club by helping with the very important task of teaching teens the skills they need to stay alive behind the wheel.

I want to share with everyone who helped out a message we got from an attendee. I hope you will pass this on to your fellow instructors and keep it in mind next time a teen school comes up (or an adult school for that matter-this person actually did our adult school). This message, and others we get like it from time to time, is why we are so passionate about this education and what drives our club to do everything we can to educate these kids. Thank you so much for your contribution and enthusiasm!

I want to share something about last weekend that I hope will make you guys proud of the work you do:

I attended the session, and it was a great workout for me; but the real reason I came was to help out a younger adult driver.

She goes out with my son and as I learned more about her, I wanted to step in as a pseudo-dad and help her out.

Her dad was never a good person, and then he committed suicide in their house when she was in her early teens. So she never had a dad (or anybody) to teach her about winter driving.

She has had a couple bad accidents – where she lost control of the carShe normally drives \$500-1000 beaters with bald tires!! (which obviously didn't help!) So when her last car died, I gave her our old Dodge minivan. It is rusting away, but I have kept it in excellent mechanic shape.. including 4 good winter snow tires on it.

Thanks to you guys, she really learned a lot... possibly the most of any of your students!

TECH QUIZ ANSWERS

continued from page 42

1. b
2. T
3. T
4. b
5. F
6. c
7. d
8. F
9. c
10. T
11. T
12. c
13. a
14. T
15. T
16. b
17. F
18. a
19. b
20. F
21. F
22. T
23. d
24. T
25. T
26. b
27. c
28. F
29. b
30. b





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Own a 996 or Boxster ?

Have the pros at **Auto Edge** replace your **IMS** rear bearing with an updated retrofit bearing **BEFORE** engine replacement is your only option.

Don't wait to find metal shavings in your oil filter by then it may be too late!

Check our web site for more info on M96 Intermediate Shaft failure

Also ask us about 996 & 997 Turbo & GT3 Coolant pipe failure prevention

* Winter Special *

Free Enclosed trailer
pick up and delivery for
any service over \$1000
(Up to 90 miles away)
Through 4-1-14



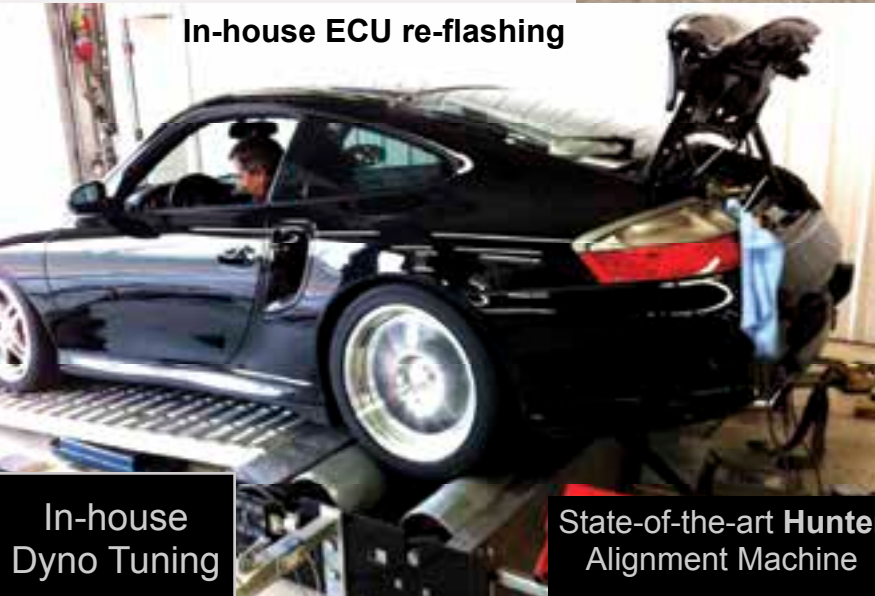
Auto Edge
Racing

Est. 1994

Maintenance | Performance | Race Prep

Congratulations to Mike Strommen for Winning the 2013 PCA Club Racing GTB1 Class Championship in his Auto Edge build Cayman PDK!

In-house ECU re-flashing



In-house
Dyno Tuning

State-of-the-art Hunter
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651-777-6924

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AutoEdgeRacing.com

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with over 30 years experience

**We service most vehicle
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